OFFSHORE OPERATIONS

Exploration • Production • Transportation

API OFFSHORE SESSION
Pages 11-16

Thirty-five Cents FIRST IN THE FIELD! April, 1955

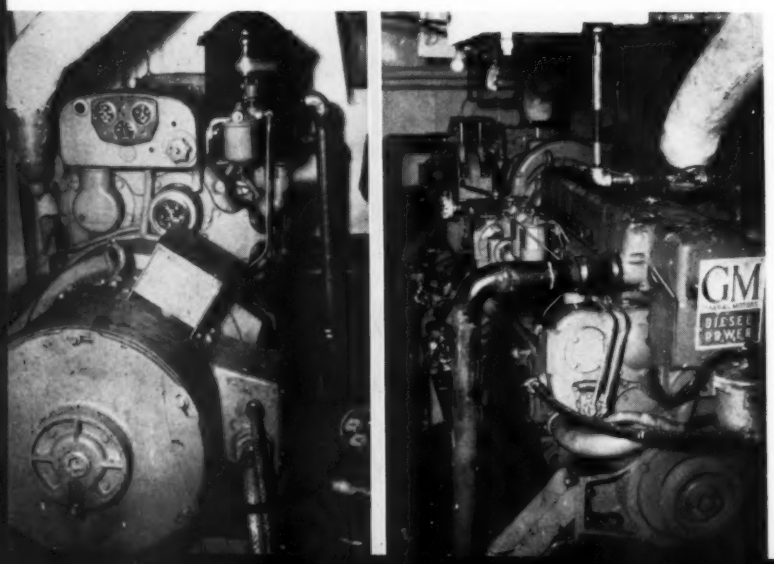
TWIN TANDEM

GM GENERAL MOTORS DIESEL POWER GM GENERAL MOTORS DIESEL POWER

POWER BY KENNEDY

• The second of three self-propelled barges built by Burton Construction & Shipbuilding Company, Port Arthur, Texas, for offshore oilfield service with the Twenty Grand Towing Company of Morgan City, La., the 125-foot ACADIA is equipped with two GM Model 6-110 diesels — from Kennedy Marine Engine Company. Like many other successful operators, Twenty Grand Towing Company has come to depend on Kennedy — and GM — for dependable power installations.

Below, right: One of the main engine units. The new "Acadia" carries twin tandem GM 6-110 diesel engines, Model 122203, developing 600 hp per unit for a maximum of 1200 hp, and two GM 30 kw diesel generator sets, Model 3064B — supplied by Kennedy.



KENNEDY MARINE ENGINE CO.

Distributors of General Motors Diesels, Onan Gasoline and Diesel Electric Plants, Bendix Depth Recorders, Surrette Marine Batteries. Call today for quick service.

Cor. REYNOIR & JACKSON STS.

Phone 2-1531

BILOXI, MISS.

Published Monthly By
Industrial Publications
Telephone Pleasant 6-2427
902 South 3rd Street
CONROE, TEXAS

JOHN H. LATHAM
Editor and Publisher

CURTIS BISHOP
Associate Editor

DOUGLAS MAGINNIS
New Orleans Representative
530 International Trade Mart
Phone RAymond 6961

BILL GIBSON
Houston Representative
P. O. Box 3398
Bellaire, Texas
Phone MOhawk 3602

HECTOR PIMENTAL
West Coast Representative
4618 S. Figueroa St.
Los Angeles 37, Calif.

E. F. MEIER
Production Manager

JACK BEECH
Staff Photographer

JEAN LATHAM
Business Manager

New Orleans Office:
530 International Trade Mart
Phone RAymond 6961

Address all communications to:
OFFSHORE OPERATIONS
P. O. Box 977
Conroe, Texas

Subscription price: $2 per year, $3 for two years. Foreign, $5 per year. Back issues, 50c when available.

Second class mail privileges authorized at Conroe, Texas

OFFSHORE OPERATIONS

"DRILLING ANYWHERE OVER WATER"

VOL. 2 APRIL, 1955 NO. 2

This Month . . .

Review And Appraisal Of Offshore Operations 11
Operation Of Mobile Drilling Units Offshore 13
API Meets In New Orleans 14
First Federal Well 42 Miles Out 16
The Calfornia Offshore Muddle 17
TNA Drilling Off Coast Of Trinidad 18
Oil Fields Of Trinidad 19
Movable Drilling Island Used In Persian Gulf 32
Polyethylene Protective Tape Coatings 35

News from the Shipyards

ACADIA Is 20th For Twenty Grand 23

Departments and Features

Boll Weevil Sez: 5
Offshore Outlook 9
Oil Man's Calendar 25
Mobile Units And Tenders 28
Locations And Completions 31
Slush Pit 40

Cover: *courtesy Continental Oil Company*

Photo credits: *Continental Oil Company, Gulf Oil Corporation, Brewster-Bartle Drilling Company, Shell Oil Company, Collins Construction Company, Jack Beech, R. L. Buchanan.*

SUBSCRIBE NOW!!!

Offshore Operations, P. O. Box 977, Conroe, Texas
Gentlemen:

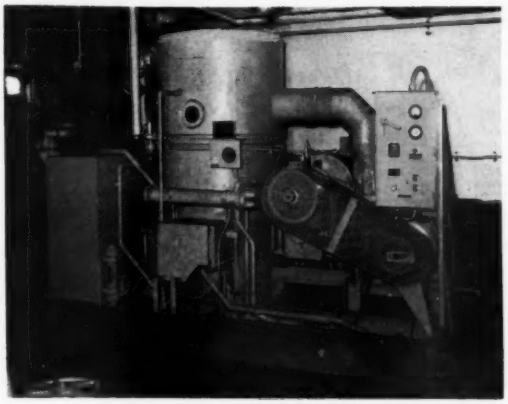
☐ Please enter my subscription for one year. Enclosed find check, cash, money order in the amount of $2.00.

☐ Please enter my subscription for two years. Enclosed find check, cash, money order in the amount of $3.00.

Name .....
Occupation .....
Company .....
Address .....

FACTORY PARTS AND SERVICE—PROMPTLY

Pictured at the right is a MECO Model PES400K Thermo-Compression Water Distillation unit operating on a large derrick barge that is employed in offshore work. This 400 GPH distillation unit is a dependable, economical, continuously operating source of pure fresh water. This user, as well as the owners and operators of all MECO units in the Gulf of Mexico, realize that the factory's complete stock of parts, as well as trained service men, are available within a few miles of offshore operations, whenever needed. MECO distillation units are manufactured in sizes and types to meet most requirements.



400 GPH—Floor area occupied: 65 sq. ft.

Manufactured in New Orleans by:

MECHANICAL EQUIPMENT COMPANY, INC.

861 Carondelet St. MAgnolia 7271

OFFSHORE DRILLING EXPERIENCE . . .

. . . DIRECTED THE DESIGN AND CONSTRUCTION OF THIS BOAT

Built by Consolidated Ship Yard, Inc., of Corpus Christi, Texas, this powerful, rugged crew-cargo boat, GUS III, is tailor-made for the Gulf operations of the C. G. Glasscock Tidelands Oil Co. — pioneers in offshore drilling.

Powered with two 6-110 GM diesel engines, the Gus III is built to go out and stay out — in any kind of weather. It is extremely seaworthy, and its cruising speed of 14 knots makes it ideal for transporting rig personnel, fuel, water and other supplies to offshore drilling sites.

Crew Boats — Tugs — Towboats — Barges — Steel Fabrication Complete Repair Facilities — Wood and Steel

200 Ton Vertical Lift Dry Dock

Consolidated Ship Yard, Inc.

NAVIGATION BOULEVARD • CORPUS CHRISTI, TEXAS

The Boll Weevil Sez:

THERE are some sorry characters in the crowd!

Somebody just flat thieved the Dupont Bros., E. W. and A. P., out of seven big ol' offshore platforms. Worth, say, two hundred and fifty thousand apiece.

Now, seven times a quarter of a million ain't exactly the kind of money you'd miss. Maybe you leave that sum just laying around the house. But some folks miss, say, a couple of bucks, so we'd better do some explaining.

We're guilter'n h—l!

Seems the publisher of this here august rag did a yarn on the Dupont operations, which are on the fabulous side. The boys have fabricated more offshore structures than anyone else in the business.

But when it came to just how many—nobody knew!

Well, that's where the slipper chicanery started. We tried to do some checking. We called some oil companies. We counted on our fingers and toes, but with one finger missing and not much schooling . . .

Anyway, E. W. Dupont wanted to be conservative about it. He could count on his fingers and toes—as high as thirty-two. He knew he'd built that many structures. If more showed up later—it was too bad.

It was too bad. After the story was published, seven platforms turned up missing. Thirty-five had been built for one major oil company!

By the time this issue goes to press, we may have cheated them out of still more. They have three or four more of them big ol' hunks of steel on the assembly line, and probably one will be completed by the time you read this.

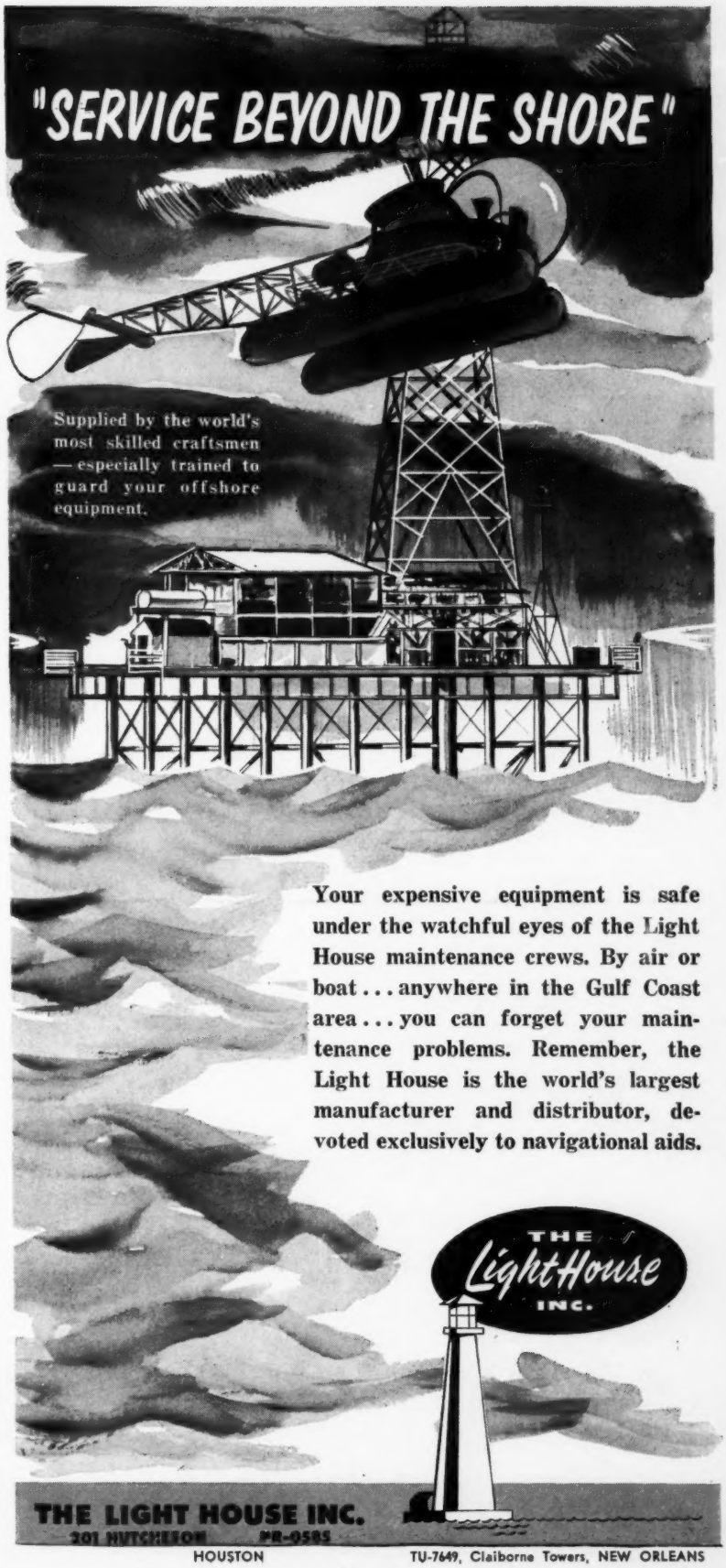
Which makes the Dupont story still more fabulous. Forty big offshore structures — including the world's largest self-contained drilling platform—is a record for anybody to be proud of.

We were proud of a structure once. Little ol' thing we helped construct out behind a country schoolhouse. We didn't corrode-proof it or anything. Ran out of money before the blamed thing could be painted and just left it "natural."

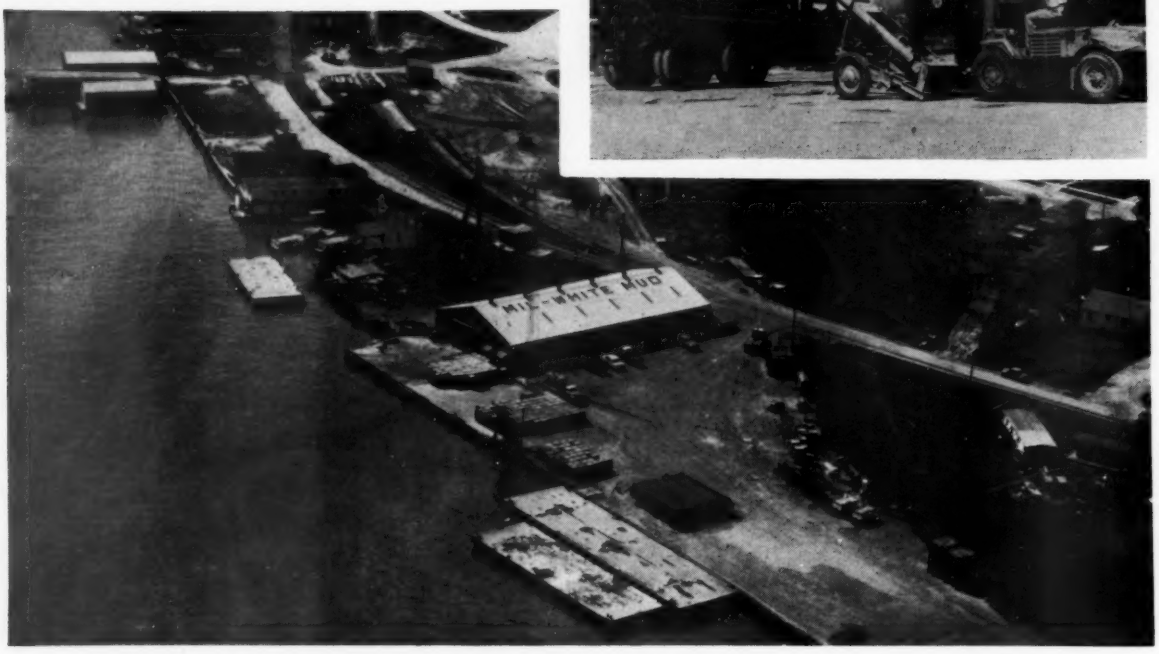
But the natural things are most fun. A chrome-plated dingus won't get the job done any better. It's the same product—and sometimes you see a lot of it in magazine columns.

But not this 'un!

Long John Latham


"SERVICE BEYOND THE SHORE"
Supplied by the world's most skilled craftsmen — especially trained to guard your offshore equipment.
Your expensive equipment is safe under the watchful eyes of the Light House maintenance crews. By air or boat . . . anywhere in the Gulf Coast area . . . you can forget your maintenance problems. Remember, the Light House is the world's largest manufacturer and distributor, devoted exclusively to navigational aids.
THE LightHouse INC.
THE LIGHT HOUSE INC.
201 HUTCHESON PR-0585
HOUSTON
TU-7649, Claiborne Towers, NEW ORLEANS

TWENTY GRAND
OIL FIELD SERVICE, INC.



Pictured above is Twenty Grand's plant on the waterfront at Morgan City. A separate installation serves the Cameron, La., area. Top: Twenty Grand maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

For prompt, efficient service, day or night . . . Twenty Grand Oil Field Service offers the facilities of two completely modern plants . . . conveniently located at Berwick, Louisiana and Cameron, Louisiana . . . for quick delivery by land or sea anywhere in southern Louisiana.

For drilling muds and chemicals, diesel fuel and towing, Twenty Grand service is as near as your telephone.

24 Hour Service

TWENTY GRAND
OIL FIELD SERVICE, INC.

Telephone President 5-2377
CAMERON, LOUISIANA

Telephone 6446
P. O. Box 92
BERWICK, LOUISIANA

OFFSHORE OPERATIONS

The ACADIA, pictured during recent trial runs, is certified to carry 500 tons of liquid or dry cargo.

125-Foot Self-Propelled Barge

"ACADIA" JOINS OFFSHORE FLEET

THE 125-FOOT self-propelled barge, ACADIA, is the twentieth vessel to join Twenty Grand Towing Company's offshore fleet . . . a fleet devoted to the service of the offshore oil industry. With their vast experience in offshore operations, Twenty Grand Towing Company's oilfield experts knew exactly the type vessel they wanted . . . and Burton Construction & Shipbuilding Company knew how to build it. The ACADIA is the answer. With a length overall of 125 feet, the ACADIA has a beam of 30 feet and a depth of 9 feet. Powered with twin tandem 6-110 GM diesel engines, supplied by the Kennedy Marine Engine Company of Biloxi, Miss., the vessel has a speed of 14 mph. Certified to carry 500 tons of liquid or dry cargo, her arrangement offers the utmost in efficiency for marine oilfield hauling.

TWENTY GRAND TOWING CO.

P. O. Box 232 Telephone: 5033 - 3811

MORGAN CITY LOUISIANA

Dimensions:
125′ length
9′ moulded depth
30′ beam

Power:
Twin tandem 6-110 GM diesel engines

Speed:
14 mph

Auxiliaries:
Two 30 kw (110-220) d-c generators
4-in. ballast pump
2½-in. F & B pump
2-in. F.O. pump
F.W. pressure set
S.W. pressure set
Two air compressors
Anchor windlass
1⅛-in. chain

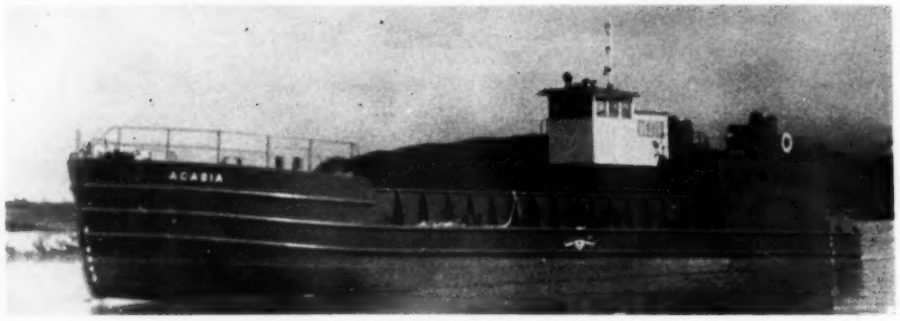
Appliances:
All electic—stove, refrigerator, deep-freeze, water heater, water fountain

Accommodations:
Captain's quarters
Two officers
Six crew

Cargo:
Cargo capacity, 500 tons

Construction:
All-steel
⅜" shell
⅜" deck plating
5/16" superstructure
5/16" bulkheads

BURTON-BUILT...
For the OFFSHORE OIL INDUSTRY



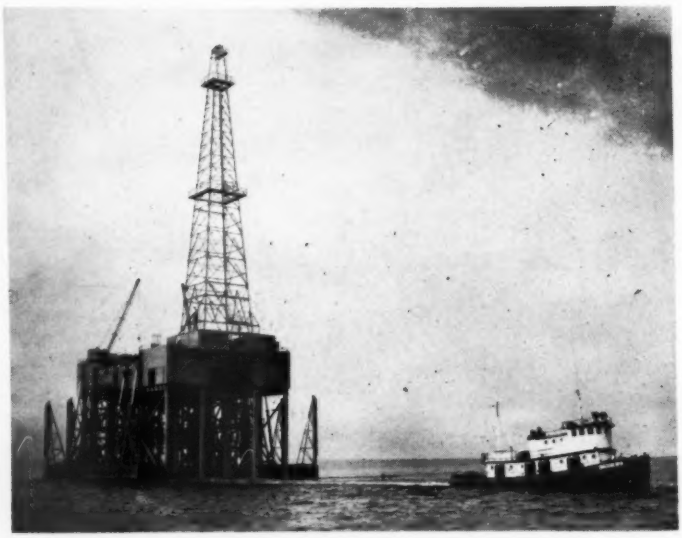
The ACADIA

This 125′ self-propelled barge was designed, engineered and constructed especially for offshore duty. Powered with twin tandem 6-110 GM diesel engines, supplied by the Kennedy Marine Engine Company of Biloxi, Miss., the ACADIA has a speed of 14 mph and is ideally suited for oilfied hauling. Delivered to the Twenty Grand Towing Company, of Morgan City, La., the ACADIA is typical of the fine craftsmanship and "know-how" that goes into every Burton-built boat.

MAKE SURE YOURS IS BUILT BY BURTON!
Marine Railway - Propeller Reconditioning Shop

P. O. Box 1712 Phone 2-6496

Burton CONSTRUCTION & SHIPBUILDING CO. INC.
PORT ARTHUR, TEXAS



FAST,
DEPENDABLE
TUG SERVICE FOR
OFFSHORE
OPERATIONS

Dixie Towing Company, Inc.

FIllmore 1-5608 - 1-3090

P. O. Box 403 Harvey, La.

Offshore Outlook . . .

WHEREVER as many as two legislators meet, you usually can bet your bottom dollar that the conversation slips quickly to the "Sitting Duck" of taxation—the oil industry.

If there ever was a "whipping boy" in the minds of the average lawmaker, the oil industry is it. Already taxed far more than any other major industry (except liquor and tobacco), the oil industry today and every day that a legislature sits, faces the constant threat of still more taxation.

You would think oil was an ultra-luxury, considering the tax which burdens it and the frequent proposals of still more taxes. Today oil is as necessary to every-day existence as clothing, and the public would scream its lungs out if clothing should be taxed in even a fraction of the proportion of the taxation to which the oil industry is subjected.

"We've got to have more revenue," the governor or the comptroller tells the legislature .

"We'll tack on another cent to gasoline taxes," answers the lawmakers. "Or we'll add more gathering tax," another suggests.

Obviously taxing the oil industry is the line of least resistance. Consequently, politicians naturally think of oil when they think of additional taxes.

Something is wrong. This situation should not exist, for ultimately the public must pay the tax bill, and the average politician shouts from the housetops his determination to protect the public.

Apparently the average citizen does not comprehend that so long as new taxes hit the oil industry he is safe. "Let the big oil corporations pay. They can stand it," apparently is his innocent attitude.

Something ought to be done to bring to the average man the realization that taxation leveled at the oil industry actually is leveled at him. Perhaps it could start at the service station. Our bet is that not one customer in five at a service station knows how much of his gasoline dollar goes for taxes. True, the figures show on most pumps, but how many car owners really notice them?

There ought to be figures a foot high, so conspicuous that a myopic could read them, showing exactly how much of his gasoline dollar goes into the tax hopper. We believe that the average car owner would be fighting mad in a week if he had brought home to him just how much the burden of oil taxes rests directly upon his own billfold.

And the consumer should be told, in unmistakable figures, how much he pays in "hidden" taxes on every gallon of gasoline or oil he buys. He assumes that the pump tax on gasoline is about all he pays. He should be told of all taxes assessed against the oil industry, and in the end against him.

Once the average man realizes that legislators are making a sucker of him by telling him how his interests are being protected and how the "big oil corporations" are being made to pay the tax bill, the conversation between two or more legislators when they meet will be blonds or rib-roast, not the oil industry. They'll find another "whipping boy."

THE EDITOR

GM GENERAL MOTORS DIESEL POWER

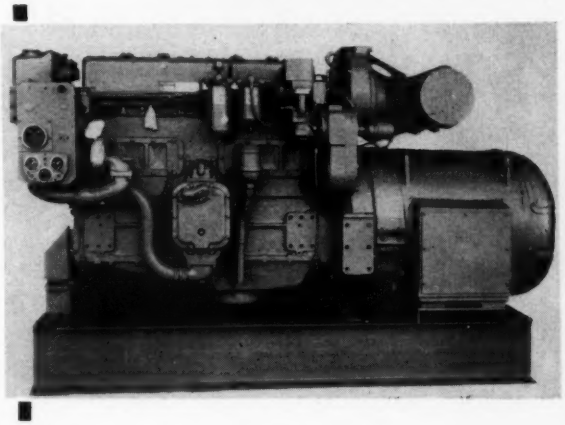
Less

DOWN TIME...

with

GENERAL MOTORS DIESEL GENERATOR SETS

installed BY GEORGE



GM Detroit Diesel Engines — GM Delco Generators — One manufacturer — One responsibility — One source of parts. More economical to buy — to operate — to repair.

Our Diesel Generator sets can be furnished in any capacity from 10-200 KW. Delco Generators meet all AIEE, NEMA, ABS, and U. S. COAST GUARD REQUIREMENTS. Control panels, automatic starting devices, remotely controlled governors, and a variety of cooling systems are standard options.

GM GENERAL MOTORS DIESEL POWER

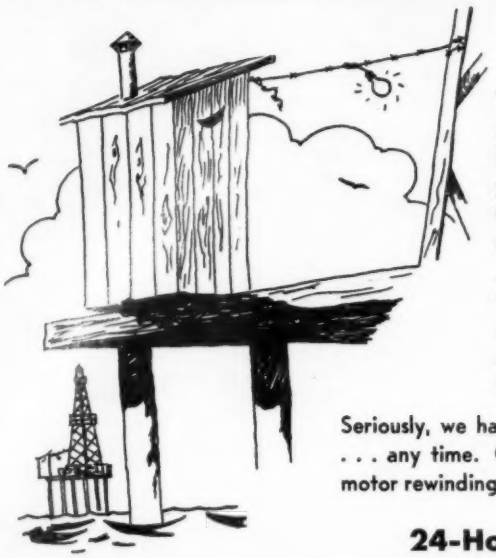
GEORGE ENGINE COMPANY, INC.

MARINE — INDUSTRIAL — OILFIELD

Phone: Fl Ilmore 1-5641

P. O. Box 341 Harvey, La.

Another DELTA MARINE ELECTRIC COMPANY *Achievement!!*



The toolpusher said there wasn't enough light on the subject . . . couldn't read his copy of OFFSHORE OPERATIONS, that is. So Delta Marine Electric Company was called in. Delta Marine Electric installed two multi-busters on an unsynchronized flibbet . . . wired the cross-member to the dyo-thermut-frabler . . . and installed a 40-watt bulb on the frumpler without a moment's loss of power to the diametrized swush pumps! It was another feather in our cap . . . and the toolpusher had plenty of thermo-units on the subject.

Seriously, we have the men and equipment to do any job . . . anywhere . . . any time. On land or on sea. For marine and oilfield maintenance, motor rewinding, call —

24-Hour Service

Delta Marine Electric Co., Inc.

Telephone: VAlley 8881 Nights: CEdar 9704

2601 CHARTRES ST. NEW ORLEANS, LA.

Follow the oil and gas developments in SOUTH LOUISIANA, TEXAS and SOUTHEASTERN NEW MEXICO with,

FIVE STAR OIL REPORTS

News, Locations, Completions, Drilling Progress, Oil and Gas Instruments plus OFFSHORE ACTIVITIES.

Daily, Weekly or Semi-Weekly coverage. Designed for your particular area of activity.

Completion cards are issued on all areas covered by reports.

Five Star ★ ★ ★ ★ ★ OIL REPORT

HOUSTON
BOX 331

DALLAS
609 COMMERCIAL BLDG.

MIDLAND
106 CAPITOL BLDG.

CATHODIC PROTECTION

Some of the available magnesium anode castings for marine service.

OIL FIELD TYPE SERVICE

All-Co corrosion engineers assure your floating and underground equipment a complete service on magnesium anode and carbon anode installation.

All-Co cathodic protection for your steel hulls—tugs, towboats, barges, docks and crew boats—as well as underground tanks and piping, gives you year-around assurance that the problem of corrosion is licked. Our engineers compute the number and kind of anodes for every type of service. Write us for descriptive literature.

ALLEN CATHODIC PROTECTION CO.

CATHODIC PROTECTION all-Co INSTALLATION SERVICE

FI llmore 1-2081
P. O. Box 73
Peters Rd. HARVEY, LA.

OFFSHORE OPERATIONS

API Offshore Session, New Orleans

Review and Appraisal of Offshore Operations

By IRA H. CRAM Senior Vice-President Continental Oil Company

THE FIRST discovery in open waters of the Gulf of Mexico was the Creole Field in 1938. Shortly thereafter World War II intervened and operations slowed to a walk. However, in 1944 geophysical crews made their appearance and in 1945 the State of Louisiana held a lease sale. Then in 1947 another discovery was made and the ball appeared to be rolling. But again brakes were applied during the Tidelands debate and the Supreme Court decision practically halted operations. During the debate we heard cries of "give away." If there was a "give away" the petroleum industry was certainly not the recipient. All the industry received was losses in the form of postponed income on large investments and costly deferred development of know-how. Finally, workable legislation was passed and operations were stepped up, only to be given another jolt by the Supreme Court's decision in the Phillips gas case.

At this stage the industry can, with becoming modesty, do a bit of boasting. It can boast of its inordinate courage. In the face of man-made obstacles super imposed upon natural obstacles, the industry has poured over $650 million into the offshore of Louisiana and Texas. Gross revenue from all oil and gas sold from this area is estimated at $110 million. If the operators could have moved the oil and gas from the reservoir to the shore with no cost, they still have over a half billion dollars to get back before they're even.

The industry operating offshore can also boast of a phenomenal percentage of wildcat hits, a tribute to its mounting exploration know-how. It is too early to talk about reserves, but perhaps when present discoveries are more fully developed we shall find that we should be boasting about them, too.

However, let us not indulge in eulogies when we have a host of problems demanding our immediate attention.

The offshore explorer is inclined to say to himself, "This is the biggest cinch I've seen. The offshore is geologically just more onshore Gulf Coast that happens to be covered with a veneer of water, and I can capitalize on 50 odd years of onshore experience. From Brownsville to Key West in water no deeper than 120 feet my hunting grounds total about 75,000 square miles. The part of this I like best off Louisiana and Texas is some 27,000 square miles in extent. That is a pretty big area. When, if ever, it becomes feasible to drill in water as deep as 600 feet, which is the official edge of the Continental shelf, I can add another 50,000 square miles, a little less than half of which is off Louisiana and Texas. I shall then have in the Gulf of Mexico approximately seven percent of the entire prospective area of the Continental United States exclusive of Alaska. Furthermore, when it becomes profitable to produce oil and gas below 15,000 feet, most of the hunting grounds in the United States will be in the Gulf Coast onshore and off-

This article is a condensation of a speech made by Mr. Cram before the Offshore Session of API at New Orleans, March 11, 1955.

shore. In fact, my pet 27,000 square miles off Louisiana and Texas is about nine percent of these deep hunting grounds.

"I've succeeded in cutting geophysical costs so that I can now shoot more cheaply offshore than onshore. More significant is the fact that I've found about 250 structures in the Louisiana-Texas offshore that look first class. I'm sure so many A-1 structures were never found anywhere by geophysics for so little money. They only cost about $400 thousand apiece and I have a lot of other structural information for future use. I can almost be positive that these beautiful structures will produce if I drill enough wildcats on each of them. In addition, some of the less imposing structures will turn out to be good fields. Moreover, in this area of rapidly changing sediments, I may stumble onto, or find by design, a giant field in a stratigraphic trap.

"Look at the record so far! I've drilled 64 prospects and have 36 discoveries, 20 oil and 16 gas, for a batting average of over 55 percent. Because I've learned so much about piercement domes and other structures on land, I don't have to drill so many wildcats to find the oil patch on the structure. Did I not find 28 of those 36 discoveries with the first wildcat? About 40 percent of all my wildcats have produced. Also, I haven't given up on the 28 prospects drilled dry. After all, 15 of them have only been drilled once and only one has been drilled five times.

"I don't know how much oil and gas I've found—nobody does—but the reserve is substantial, some say tremendous. How much am I going to find in the future? Again I don't know, but I've never known when I tackled a new territory. Fortunately, I work for an industry that takes such chances in stride. However, this time I'm surer than ever that big reserves await the drill.

"Of course, this is expensive business. I only hope the operating boys will not blow up my gorgeous playhouse by failing to reduce costs so as to insure a profitable operation."

Such optimism is not unfounded. I happen to hold most of the thoughts of this imaginary explorer but with certain reservations.

Admitting our vast accumulation of know-how since Spindletop and further that a high percentage of these A-1 structures will produce hydrocarbons if drilled often enough, the fact remains that the explorer cannot tell a big field from a little field in advance of drilling with any degree of certainty. By a big field, I mean one big in barrels or cubic feet, not big in area. The odds of finding a big field on a big structure are much better than finding a big field on a less pronounced structure, but an uncomfortable percentage of the big structures turn out to be small fields. Some of the less pronounced structures happily surprise one with a big discovery.

Onshore, this defect in the explorer's technology is more or less accepted as one of the rules of the game. Little fields, if not too little, become "bread and butter." They help finance the search for big ones. Offshore the little fields, in the main, are to date a liability and in the aggregate constitute a major liability. Their relatively small production will seldom support the high finding, developing, defining and operating costs. Instead of assisting in financing the search for big fields, they may well prevent the discovery of big ones through dissipation of financial resources.

How can the explorer do a better job of putting his finger on the big ones in advance of drilling or preferably leasing? The traditional approach is to appraise the geology to the best of one's ability and then spread one's bets over a suite of prospects.

Such an approach is getting to be expensive. The 64 prospects drilled to date cost in lease bonuses about $32 million—an average of approximately $42 per acre. Judging by prices paid in 1954 in the Louisiana-Texas offshore, leases on these 64 prospects would now cost some $320 per acre. Make your own guess on the reserves which these 64 prospects will ultimately contribute. If the oil and gas reserves are the equivalent of 500 million barrels of oil, the bonus cost has risen from about six and a half cents to close to 49 cents per barrel of reserve. This is cost reduction in reverse! Whatever acreage prices may be in the future, the pressure is obviously now on the explorer to do a better job than ever appraising the potentialities of his data.

At the present time, the explorer is rich in structural information and poor in stratigraphic information. Too few wildcat wells have been scattered over the area and only one has been drilled deeper than 15,000 feet. Through the drilling of wildcat wells, the explorer will gradually acquire stratigraphic knowledge, and trends of maximum and minimum reservoir rock development will emerge. He will then be in a better position to appraise the economic value of his structural information. Naturally, the more imaginative and courageous explorer will see the implications of the newly acquired data first and will take steps to improve his land position in the favorable areas, thereby improving his chances of being represented in a greater percentage of the big fields.

Stratigraphic information properly interpreted will also assist the explorer in another facet of the little field problem—the problem of knowing when to quit drilling on a prospect in the hope that the big field is "just around the corner." This is an ancient problem which becomes critical in the expensive offshore. Again, the explorer will have to investigate more thoroughly and think more precisely when deciding on whether or not to drill "just one more wildcat" on his pet prospect.

The explorer's big problem is to spot big fields and avoid finding little fields to the extent humanly possible. He has to develop a new set of standards. He has to get his thinking into a new groove. Plainly, the offshore is not the cinch this explorer thought it was but it is still prime hunting grounds.

Now let's look at the offshore producer. He is saying to himself, "My explorer friend may think this offshore is a relative cinch, but I really have my problems. Everything I do costs more—a lot more—three to five times as much as I'm used to. Staggering is the word! I spend $1 million drilling a dry wildcat and then the explorer wants to drill another one on the same structure. I even had to drill 12,000 feet of salt on the top of a dome so geophysicists could make some kind of trick measurements. Moreover, I've had to learn a new language and my wife thinks I've lost my mind when I call a door a hatch.

"I admit there are some mighty good oil and gas wells out there, but most of those discoveries haven't shown much yet. My engineers tell me one of our fields is good for 100 million barrels. But the structure is messed up with faults and dry holes are expensive, so I don't dare move in a bunch of rigs to increase my daily production and income. Guess I'll just have to nibble at this luscious reserve. Maybe it's just as well—I haven't enough equipment for a lot of rigs anyway. But I keep pouring money in the ground (or is it the ocean?) and it comes back so slowly with these low allowables.

I can't stay out there for long

(Continued on page 22)

API Offshore Session

Operation of Mobile Drilling Units Offshore

By H. D. COX
Shell Oil Company

AS OF February 1, 1955, there were five mobile drilling units actively engaged in drilling offshore in water depths from 20 to 40 feet. They were **Kermac 40, Kermac 44, DeLong-McDermott, Mr. Charlie** and the **S-44.** . . . For the past seven months (the drill barge) **Mr. Charlie** has been drilling in the South Pass Block 27 Field off Plaquemines Parish, La., where foundation conditions are as . . . bad or possibly worse than at any other offshore location.

The operational experience of **Mr. Charlie** is reviewed in . . . detail because of the author's close association with it.

Description . . . The submersible hull or base of **Mr. Charlie** consists of a 220′ x 74′ x 14′ compartmented barge with a drilling slot 38′ long and 26′ wide. The hull is divided into 19 separate ballast and reserve mud and fuel-oil compartments. In addition to the ballast compartments, the lower hull includes an engine room which houses two 1600 hp main engines, two 7½″ x 18″ duplex power slush pumps, one 7¼″ x 16″ duplex power mud-mixing pump, generators, cementing equipment, bulk mud and cement storage, and electric panel board.

Because **Mr. Charlie** is a diesel electric rig, it was possible to install the equipment listed in the hull.

Two outrigger pontoons (measuring) 50′ x 29½′ x 10′ are hinge-connected to the hull to assist in stabilizing the unit while it is being sunk on location. Columns 44′ in height, consisting of 28′ of 14′ diameter pipe and 16′ of 6′ diameter pipe connect the hull to the operations deck. Certain of the 14′ diameter columns . . . serve as ballast compartments or liquid storage compartments. One of the columns, which has a 10′ diameter upper section, serves as an elevator shaft which provides access to the hull for personnel and equipment.

In addition to serving as supports . . . the columns also serve as escape ways and exhaust vents for the engines and blowers.

A 6′ diameter column located near the center of the unit, leading from the lower hull to the operations deck, serves as a conduit for mud lines, electric cables, etc. Located on the operations deck are the drawworks, rotary, coring reel and their separate electric drive units, together with a 140′ mast, 20-ton crane, active mud tanks, fresh-water tanks, logging unit, piperacks, and air-conditioned living quarters for 40 men. Air compressors and other allied equipment needed to rig up a pile-driving unit on the 20-ton crane are included on the operations deck and provide the unit with the ability to

---

This is an excerpt from a paper presented by Mr. H. D. Cox, of the Shell Oil Company, at the offshore session of the API Southwestern District meeting in New Orleans, March 11, 1955.

install the wellhead protective structure.

Rig Operation . . . Mr. Charlie is towed to the well site in its normal floating position. Stopping a short distance from the well, the two anchors on the slot end of the barge are taken out in front of the well-protector jacket and dropped. The rig then takes up on the anchor cables, and assisted by tugs, moves into sinking position with the well jacket in the barge slot. By selectively flooding the ballast compartments, the end of the hull opposite the slot is sunk to bottom by free-flooding the forward ballast compartments. If the barge is not positioned correctly, the anchors are used to move the barge into the desired drilling position before the slot end of the barge reaches bottom.

The two outrigger pontoons are then free-flooded and sunk to bottom. Moving the rig off location is accomplished by reversing the . . . procedure.

The area in which **Mr. Charlie** is drilling has an extremely soft bottom. Usually pressure from the hull pushes up the soil around the sides of the hull. In order to effectively utilize the bearing area of the pontoons, four 100-ton jacks are connected to the top of the 14′ diameter caissons and form a rigid connection between the unit and the pontoons. This effects an increase of the bottom bearing area of the unit by approximately 3,000 sq. ft.

The jacks also control the pontoons when they are submerged and in a buoyant condition, and indicate when the pontoons break suction. In operation the pontoons are pumped out until a significant change in pressure on the jacks is noted. The pressure increase is the result of the buoyant force action on the pontoons which is transferred to the jacks connected to the pontoons. After the pontoons are free from the bottom, ballast is pumped in to stabilize them and to relieve the pressure on the jacks. The jacks are then swung out of the way and the pontoons are raised to the towing position by completely evacuating them.

Drilling Experience . . . Mr. Charlie has drilled and completed six oil wells in the past six months, and is now drilling on the seventh well. All of these wells are located in approximately 30′ of water, mean Gulf level, and in the South Pass Block 27 Field off Plaquemines Parish, La.

Drilling and completion time, including down time caused by

(Continued on page 26)

Offshore Session . . .

API Meets In New Orleans

OUTSTANDING feature of the three-day meeting of the Southwest District of the Production Division of American Petroleum Institute in New Orleans March 9-11 was the Offshore Session, held on the final day. About 1,500 oil and supply men attended the meeting.

"The next five years should witness the development of a reserve and productive capacity of importance to the nation," declared Ira H. Cram, senior vice-president of Continental Oil Company, Houston, in one of the addresses before the Offshore session. Mr. Cram qualified the statement by pointing out the necessity of settlement of the natural gas dilemma, reasonable luck in exploratory drilling and no decrease in prices of crude oil and natural gas.

Two keys to successful development of offshore potential are sizable slashes in drilling and production costs and governmental continuance of the incentives of the depletion allowance, Mr. Cram stressed.

He pointed out that costs may be cut in offshore drilling by mass efforts in the same way that seismograph costs are reduced. "When several companies go to work on the problem of developing, producing and transporting on a much larger scale, improvement will pop up all over the offshore," he predicted.

James M. West, The California Company, Harvey, La., discussed

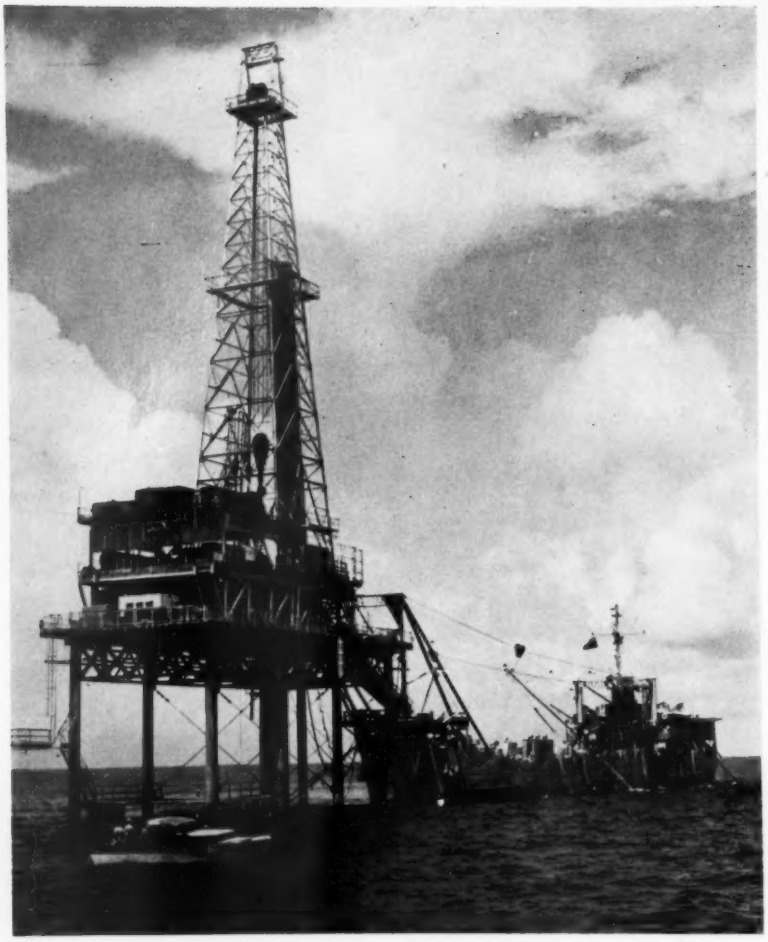
(Continued on page 16)

Recipients of API Certificates of Service (above) receive documents from API Vice-President A. W. Thompson (third from right). They are, left to right, Floyd E. Hatfield, Gulf Refining Co., Fort Worth; Paul L. DeVerter, Humble Oil & Refining Co., Baytown, Texas; H. M. Harris, Humble (retired); S. C. Oliphant, Tennessee Gas Transmission Co., Houston, and Drew Young, Atlantic Refining Co., Dallas.

New district officers named at New Orleans are (opposite page top, left to right): Russell Birdwell, consulting engineer, chairman of Rio Grande Valley sub-district; W. C. Best, Gulf Refining Co., Shreveport, Arkansas-Louisiana-Texas; T. J. Fuson, Humble Oil & Refining Co., Houston, 1955 chairman of Southwest District API Division of Production; A. C. Dahl, Shell Oil Co., Lake Charles, Southwest Louisiana; Royal Reiss, Aluminum Company of America, Port Lavaca, South Central Texas; A. W. Thompson, API vice-president for Production; M. R. Hayes, Phillips Production Co., Midland, West Texas, and H. E. Treichler, Houston Oil Co., Houston, Texas Gulf Coast.

Keys to the city were presented (lower left, opposite page) to S. C. Oliphant from New Orleans Mayor deLesseps Morrison (at speaker's stand).

"More Is Expected of Business" was subject of talk by Bruce K. Brown (center right). Bouwe Dykstra, Shell Oil Co. vice-president in charge of New Orleans area exploration and production (lower right) was chairman of arrangements committee.



Gulf Registers Two "Firsts" . . .

First Federal Well 42 Miles Out

GULF OIL Corporation chalked up two "firsts" when it spudded in on Federal Block 150, Ship Shoal Area Louisiana, recently.

The location is the first to be made on a federal lease, and the well is farther from land than any other offshore well ever drilled.

The location is 66 miles southwest of Morgan City and is about 42 miles from the nearest land. Actually to reach the drilling site requires a water trip of nearly 80 miles.

The platform from which the well is being drilled rests in 56 feet of water, and the tender **Eagle** is serving the location. The **Eagle** is a converted LST 328 feet long, with 50-foot beam. She is owned by Gulf.

Authorized depth of the well is 12,000 feet.

The lease on which the well is being drilled is one of several awarded to Gulf by the federal government under competitive bidding last October, and it is being watched with more than passing interest by other deep-water operators and those holding federal leases, since it not only is the first well to be drilled on federal land but the fartherest from shore.

To serve the location, the **Eagle** was towed from off the coast of Nueces County, Texas, where Gulf brought in a well in the Gulf in 48 feet of water. This well opened the second offshore field off the Texas coast, the first having been discovered and developed by Standard of Texas off the Kleberg County coast.

API . . . Offshore

(Continued from page 14)

"Operating Problems — Mobile Drilling Unit," during which he outlined his company's experience off the Louisiana coast.

"One of our major operating problems," he said, "has arisen due to complexity of the control system required for the barge moving operation. This complexity leads easily to human errors and has required that operators proceed cautiously during barge movements in order to prevent costly mistakes."

He told of his company's experience in centering the barge on location and said that the company has saved time and money, in spite of having to make as many as three attempts to set the rig on center, by driving the conductor pipe with the derrick barge at the time the well-protector structure is installed.

H. D. Cox, Shell Oil Company, Westwego, La., described his company's experience with mobile drilling units offshore and particularly outlined the work and experience with **Mr. Charlie.** His subject was "Operation of Mobile Drilling Units Offshore."

Another Shell offshore expert, Richard J. Howe, Houston, discussed "Engineering Design of Offshore Mobile Drilling Units," in which he described the basic characteristics of fixed-deck units, elevating-deck units and elevated-deck units.

"Proposed Offshore Production and Gathering Facilities, Eugene Island Area, Louisiana, Gulf of Mexico," was covered thoroughly by a paper presented by R. H. Illingsworth, W. L. Montgomery and C. V. Temple of Magnolia Petroleum Co., Dallas, and Clyde Aldridge, Magnolia Pipeline Co.

"Possible Future Oil Provinces" was subject of talk by A. I. Loversen, consulting geologist, Tulsa.

The California Offshore Muddle

Pending Legislation Could Signal Revival of Great Offshore Activity in Southern Part of State

CALIFORNIA'S muddled offshore oil situation may be clarified within the month through legislation now pending.

The situation is complicated, and it has been compounded by a series of conflicting rulings, laws and litigations, beginning as far back as 1851, when the state made the first of a series of grants to California municipalities.

Major trouble did not develop, however, until 1945, when the federal government laid claim to all of California's submerged lands. Two years later the U.S. Supreme Court upheld the federal government's claim, thus setting a shocking precedent that created a wave of anxiety throughout the nation, for the ruling threatened major states' rights everywhere.

In 1953, the national congress enacted a law which in effect set aside the Supreme Court's ruling and restored to the states the rights which were destroyed by the 1947 ruling. Thus California regained ownership of her submerged lands out to the three-mile limit.

However, that ruling fell far short of clarifying the muddled situation affecting the state's submerged lands. The ruling was a signal for hope but it did not touch off any appreciable drilling boom, because of local and state laws which still ham-string efforts to bring about orderly development of the offshore fields.

California citizens justly are proud of their shore recreation and playground facilities and potentialities. To protect these assets, laws were passed which were aimed at preventing their destruction or damage by offshore oil activity. The sponsors of this legislation did a remarkable job of ham-stringing.

To complicate the offshore oil situation still further, the state from time to time has granted certain rights and ownership of submerged lands to municipalities and counties. The most restrictive of this legislation is that which, in 1911, granted to Long Beach absolute ownership of certain submerged lands adjacent to the city. In most cases where the state had made grants before and since, it reserved the mineral rights for the state. Not so in the case of Long Beach.

In 1936 oil was discovered along the shore adjacent to this submerged land owned by Long Beach. Long Beach then amended its charter so that it could engage in development of its tidelands. That brought on further litigation and the state supreme court ultimately ruled that the city had the right to develop its oil reserves.

In the meantime legislation slipped through regulating offshore drilling to such degree that under present laws, in spite of the state's having regained ownership of its submerged lands, little free development of the vast offshore oil potentialities is possible. Present laws restrict offshore development to areas where existing oil fields threaten to drain the oil from the undeveloped area.

Thus the situation creates a paradox: It is against the law to drill offshort except in the event of threat of drainage, and since the law prevents drilling except in areas threatended, areas cannot be threatened unless there is nearby drilling!

Eight California counties have received certain grants to their submerged lands, and 35 municipalities have similar grants from the state, but in most cases the state reserves all mineral rights. Grants originally were for navigation and municipal improvements and at the time little or no thought of oil values entered into the thinking of those concerned.

At present there is before the California Assembly four bills which aim to clarify the muddle and make it possible for the state to develop its offshore oil resources in an orderly manner. Key bill is AB 3400.

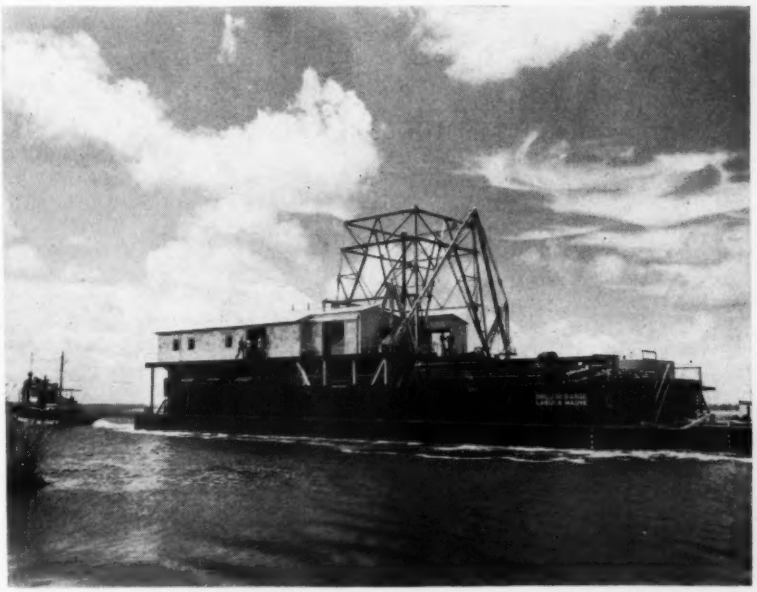
It guarantees to all municipalities and counties the rights to their recreational and municipal development and guarantees that none of these facilities will be retarded or damaged by offshore operations.

This phase of the bill has eliminated much of the opposition to offshore drilling in California, and members of the oil industry believe now, with assured protection for recreational and municipal facilities embodied in the bill, it will pass and thereby open the way for orderly development of the tremendous oil reserves within the three-mile limit of California's coast.

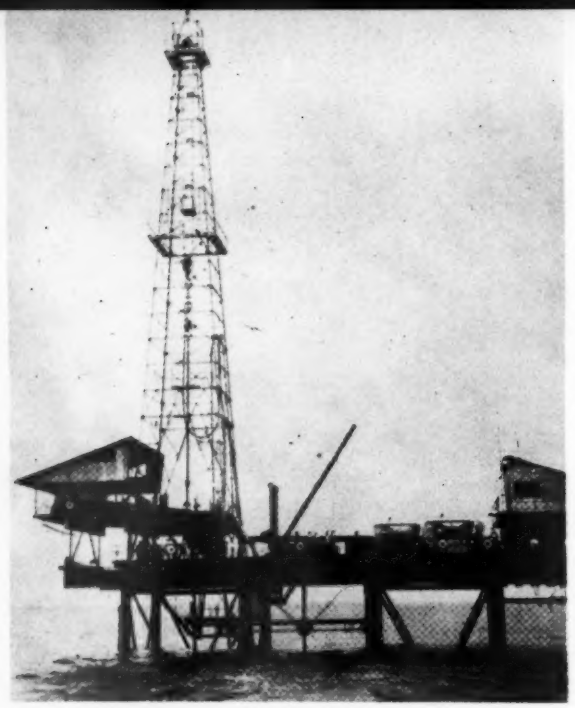
Gulf Spots Location for Florida Offshore Well

Gulf Oil Company has announced that it will drill a well off the Florida Keys about seven and one-half miles southwest of the mainland tip of the state. The site is 20½ miles north of Marathon.

Drilling site is in 13 feet of water, and authoried depth is 12,500 feet. Gulf has drilled several exploratory wells in the Florida area, including a deep test on Key West, but this is the first offshore test.



Brewster-Bartle Drilling Company's drill barge LAGUNA MADRE under tow to offshore Florida location. The well, to be drilled for Gulf Oil Corporation, will be the first drilled off the coast of Florida.

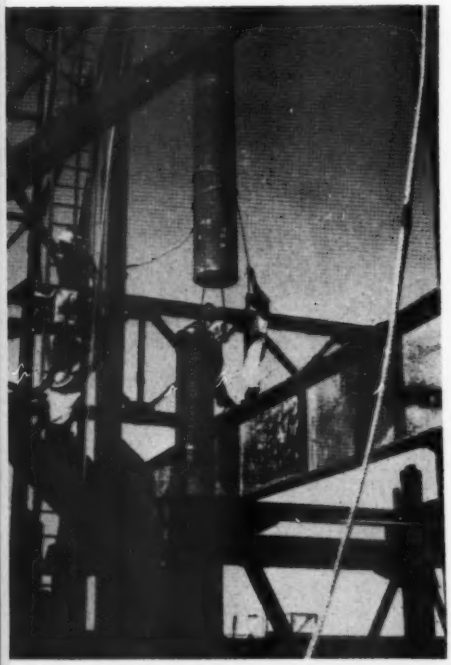


Gulf of Paria Is Scene of
First Overwater Operation

Foreign Report . . .

TNA Drilling Off Coast of Trinidad

TRINIDAD Northern Areas has erected a template-type drilling platform six miles out in the Gulf of Paria, in 40 feet of water, and is drilling the High Seas No. 1—the first overwater drilling operation to be undertaken off the coast of the island.



Top: TNA's template-type drilling structure in the Gulf of Paria. Below: Stabbing the first 35-foot pile extension on the lower pile section.

The TNA combine—United British Oilfields of Trinidad Ltd.; Trinidad Leaseholds Ltd.; and the Darcy Exploration Company (Anglo-Iranian owned)—decided to investigate their marine concessions, having met with no success after intensive exploration in their land holdings.

The platform installation consisted of floating to the location a template with piles between two barges, lowering the structure to the bottom, driving piling, and assembling a drilling platform on the pile supports. This was done in the absence of heavy marine equipment in the Gulf of Paria. In contrast, most Gulf Coast structures are set with large expensive derrick barges.

A detailed weather survey of the Gulf of Paria area revealed that for the period of 1947-51 no mean daily winds of over 24 knots had been recorded at Piarco Airport near Port of Spain. Gusts of over 38 knots occurred on only 29 occasions. Hurricanes affecting Trinidad occurred in 1810, 84, 92, and 1933, but only the hurricane of 1933 affected the southern part of the island, where the TNA concession is located. The platform was therefore designed for lateral loads short of hurricane magnitude.

A self-contained type drilling platform was selected since costs for the initial exploratory program are considerably less with this type structure than with tender-type platforms with the required high expenditure for a tender.

Living quarters were not required on the platform, since weather conditions and distance from land are favorable for transport of normal eight-hour crews. For the same reason, a minimum of storage was required on the platform since barging could operate on a fairly dependable schedule.

Construction . . . A pontoon of two 200-ton barges separated 40 feet in catamaran fashion was used as a floating base for the construction frame. The pontoon served as a jig and base for fabrication of the jacket, a means of transport to the offshore location, a means of lowering the jacket to bottom, and a derrick from which to carry out pile-driving and field erection processes.

Prefabrication of the platform members was done in the Hollandsche Constructie Werkplaatsen in Leiden, transported to Port of Spain by freighter, and to Point Fortin by barge. The construction barges were built in England.

A construction slipway was provided on the beach at Point Fortin. The pontoon barges were floated onto the slipway at high tide. Coupling girders were assembled between the barges and A-frames and

spanning beams were assembled at the A-frame top to complete the construction pontoon. The pontoon was pumped light and floated off the slipway. The jacket was fabricated in the slot of the anchored pontoon.

Structure . . . The jacket tubes are 31.9" OD with a 0.2" wall, and served only as a construction aid and should a commercial producer be obtained as a container for grouting of the pile and jacket tube annulus. If such were the case and the jacket becomes a permanent installation, in time the tube would corrode, leaving the pile protected by the 3½" grout covering.

Diagonal bracing members in the jacket were selected from angle rather than tubular shapes, owing to the cheaper cost of angles and because bolt connections could be used. Since the design wave height is only seven feet, differences in wave force on angular members as compared to tubular members were not significant.

Twelve inch by twelve inch T's welded on the bottom section of the piles increased the frictional area of the bottom 10 feet of the pile from 65 sq. ft. to 225 sq. ft. The frontal area of the closed-end pile was simultaneously increased from 3.3 sq. ft. to 3.8 sq. ft. This type pile provided a means for obtaining friction resistance with low penetration. The small increase in frontal area required little additional hammer capacity for driving through soft layers of the floor of the Gulf of Paria. Normally the use of spread-footed piles is not possible with jacket-type construction, owing to clearance restrictions. For this platform the first pile section with T-spreads was inserted in the jacket tubes during fabrication.

Erection . . . Towed to sea and positioned on location, lowering of the jacket was accomplished in a relatively calm sea. The total weight of the jacket with bottom section of piles and capping girders was 130 tons. Four 7½-ton hand-operated lowering winches, with six sheaves reeved with 1-inch cable, were slacked off to lower the jacket. Fenders were placed between the jacket and pontoon to absorb the impact of the pontoon as it swung on its moorings. After the jacket was bottomed and the fendering placed, the first pile extensions of 35-feet length were lifted by the travelling crane and stabbed. The pile sections were connected by a sleeve-type joint, to provide a means of recovering the top sections of the pile if the platform is salvaged.

Lowering of the jacket and driving the eight 24-inch piles to final penetration took 5 days, with construction work carried on in daylight hours only.

The floor-plan area of the completed platform is 110′ x 50′ with an additional elevated offset area of 25′ x 30′ used as an engine house. The entire engine house is cantilevered beyond the last pile, and contains the Nat. 50 drawworks and two diesel engines. A 24-foot-base derrick is being used.

The pontoon method of setting an offshore platform jacket requires calm sea conditions and good mooring systems. Clearance between the pontoons and jacket should be considerable in order to prevent the pontoon from ramming the jacket as it rides on its moorings. The premise of mooring a floating structure which completely surrounds a fixed structure for a period of several weeks in the Gulf of Mexico would not appear sound, for quick changes in sea conditions could prevent the pontoon from being moved from the jacket. If the pontoon is left surrounding the jacket, it can be expected to act as a battering ram.

Many difficulties have been encountered in drilling the High Seas No. 1, and TNA is understood to have no firm plans for further marine drilling as distinct from wells deviated from shore.

Oil Fields of Trinidad

Land of Special Problems and Heavy Drilling Muds Is Important World Producer

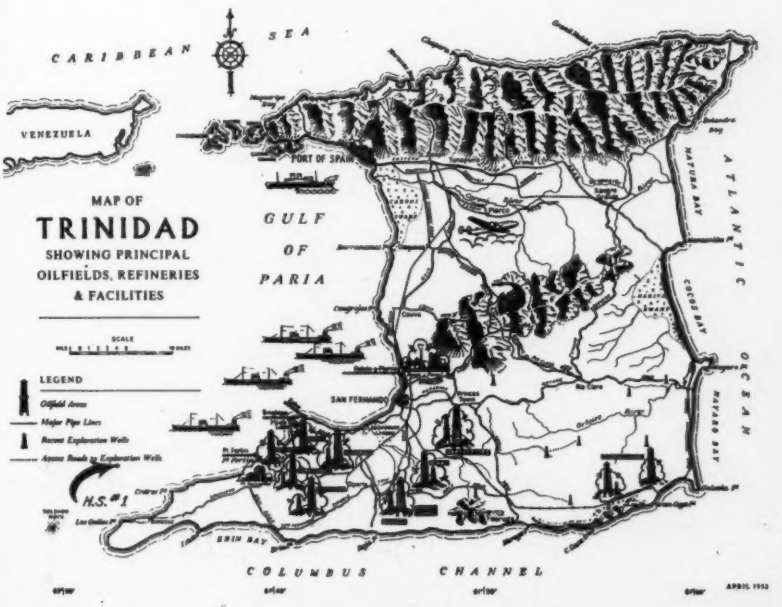
TRINIDAD, with its oil seeps, oil sand deposits, famous Pitch Lake, mud volcanoes and salt-water flows, long has been the center of intensive exploration activity. Its first well dates back to 1867. It was not until 1907, however, that substantial oil discoveries were made.

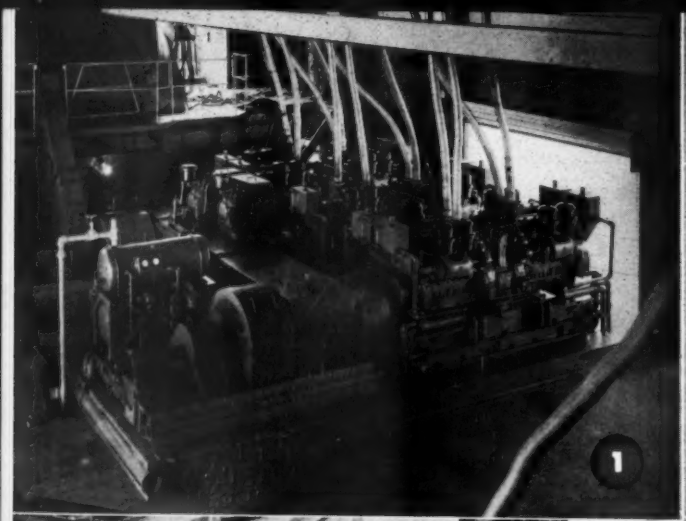
By 1920 Trinidad was producing over two million barrels a year, and a peak of 22 million was reached in 1940. Since then there has been a sporadic decline to 20 million barrels per year, or 0.48 percent of the world's production. Some 2,300 wells now are producing 55 thousand barrels per day, for an average of about 25 barrels per well per day.

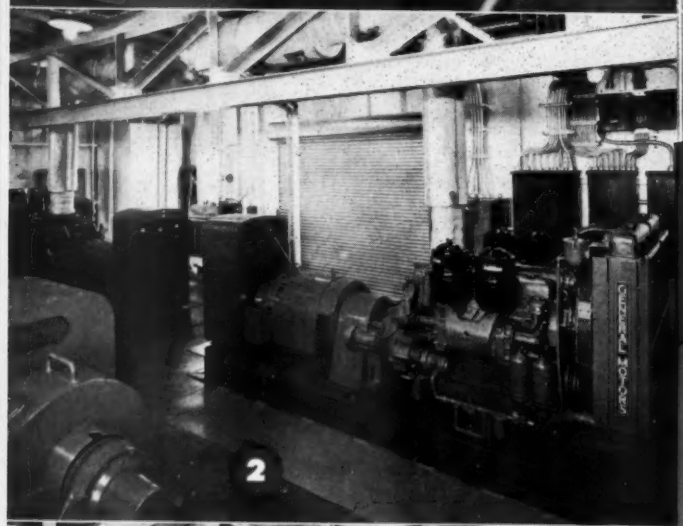
Structurally, Trinidad is quite complicated, with many anticlinal and stratigraphic traps bisected by numerous faults and confused by hundreds of isolated sand lenses. Production to date has come from four principal sands of Miocene, Oligocene and Eocene age, with the Cretaceous limestones lying beneath as a tempting horizon not yet found to be commercially productive.

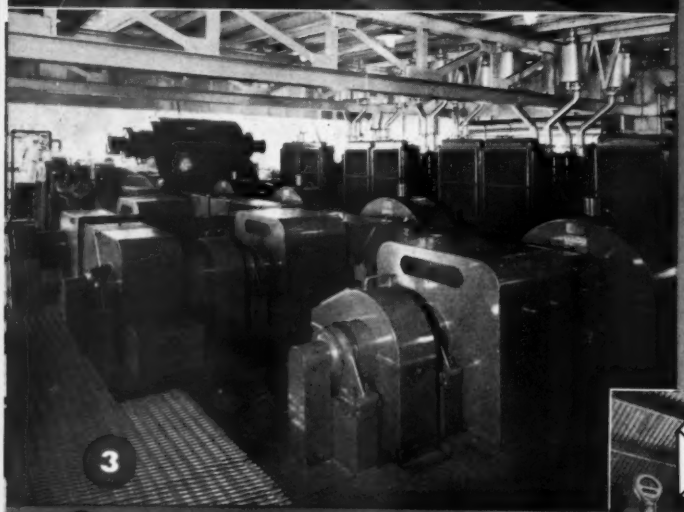
At Point Fortin-Parrylands there are some ten semi-connected struc-

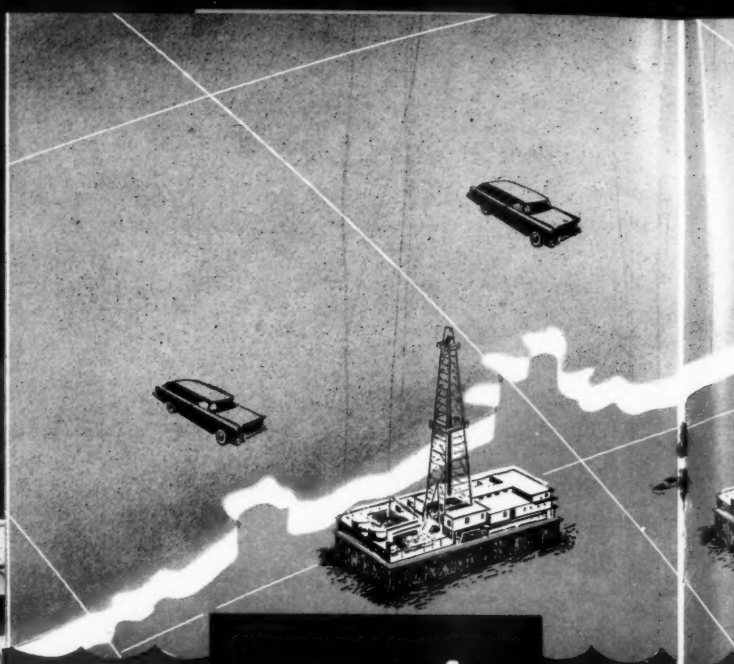
(Continued on page 28)











out in the gulf

PARTS • SERVICE

STEWART & STEVENSON SERVICES

ANYTIME • ANYWHERE

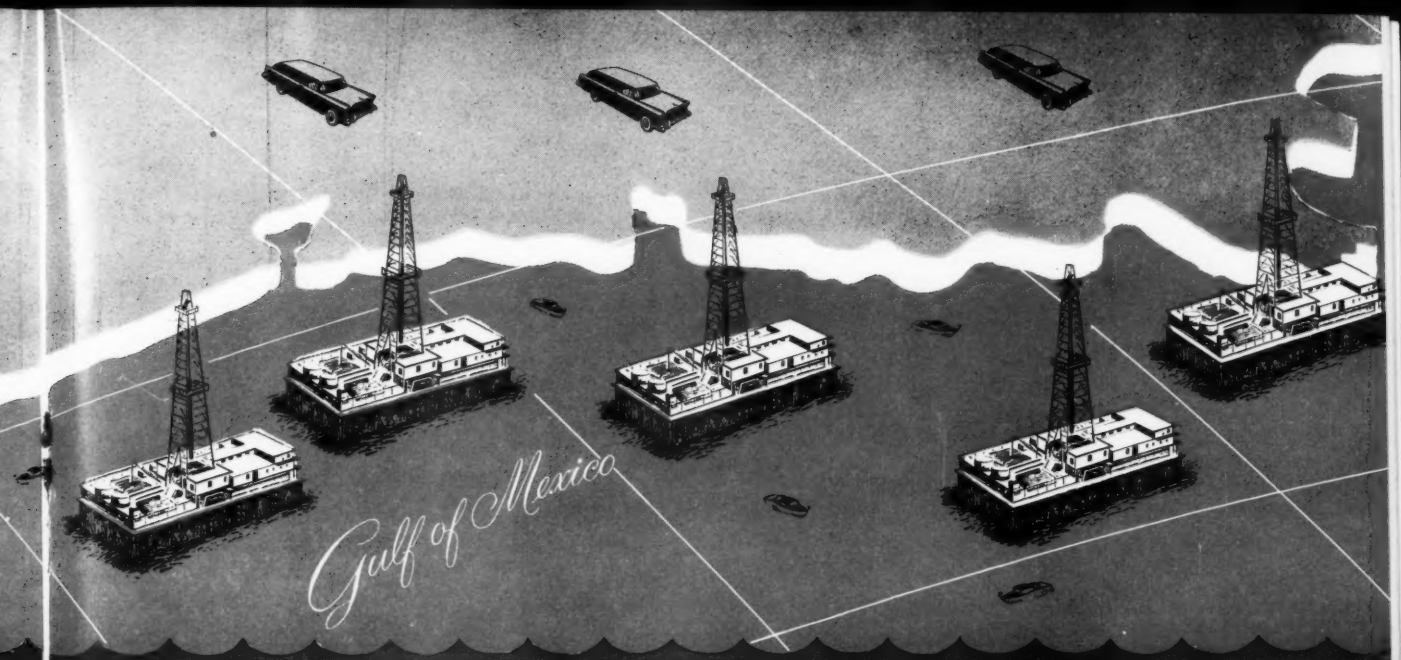
1 These three GM quad engines with a rated continuous horsepower of 320 each power a Southeastern Drilling Co. barge. A GM Diesel twin 260 continuous horsepower engine powers the 7¼" x 14" mud mixing pump on the rig and the two light plants are each powered by a single GM Diesel 6.71 engine.

2 Electricity on the "Mr. Gus" is supplied by four Model 12-GD160 Stewart & Stevenson Diesel Generator Sets.

3 The drawworks and compound on the "Mr. Gus" are powered with four Model 24103 General Motors Diesel Quad Units from Stewart & Stevenson.

4 Here is a typical mud pump application using the 625 continuous horsepower Model 567-C General Motors Diesel Engine to drive an Oil Well 20 P mud pump.

*Glasscock Drilling Co.



WHERE SERVICE and DEPENDABILITY REALLY COUNT

GM DIESEL BY STEWART & STEVENSON

IS FIRST CHOICE

From the start of the extensive offshore drilling program back in 1947 right up to the recent dedication of the "Mr. Gus,"* more offshore drilling rigs operating along the Gulf Coast are powered with General Motors Diesel Engines by Stewart & Stevenson than any other make.

Today when you seriously consider all of the factors, there are more reasons for selecting power from Stewart & Stevenson than ever before.

Here are a few important reasons:

1. **New and Wider Choice of Power Selection.** With the addition of the larger Series 567C line of Diesel and dual fuel engines, Stewart & Stevenson offers a complete range of drilling engines up to 1750 HP each.

2. **Diesel Electric Drive.** The new 567C Diesel electric drive units available from Stewart & Stevenson offer the acknowledged superiority, flexibility and dependability of Diesel electric drive at low initial costs.

3. **Engineered Installation.** Stewart & Stevenson engineers recommend the best engine for the purpose. Our factory is available for the design and fabrication of the substructure, drives, and other necessary auxiliaries and our factory-trained engineers make sure the engines are properly installed.

4. **Guaranteed Performance.** Stewart & Stevenson engineers and factory-trained servicemen are on the location making sure that the installation is complete and the engines operating at top efficiency.

5. **Parts and Service Responsibility.** A factor of utmost importance in making GM Diesels first in offshore power is the attitude of Stewart & Stevenson in assuming full parts and service responsibilities. We believe in the statement that "engines are no better than the parts and service organization behind them" and actions are guided accordingly. When you deal with Stewart & Stevenson you can be sure that if and when service problems should develop, Stewart & Stevenson will assume the full responsibility for their correction and will provide the materials, services and experience to correct them.

STEWART & STEVENSON SERVICES, INC.

CHRYSLER GM DIESEL climax

Main Office and Plant:	4516 Harrisburg Blvd., Houston 11, Texas. Phone WOodcrest 9691.
Branches:	Corpus Christi, Dallas, Lubbock, Wichita Falls, San Juan, Odessa.
Representatives:	San Antonio, Longview, Brownsville.
Distributors of:	General Motors Diesel Engines, Climax Blue Streak Engines, Chrysler Industrial and Marine Engines, Petter Diesel Engines.
Fabricators of:	Electric Power Units, Electrical Control Equipment, Portable Pumping Units, Red Head Pumps.

PARTS · SERVICE
STEWART & STEVENSON SERVICES
ANYTIME · ANYWHERE

THE NATION'S LARGEST DISTRIBUTOR OF GM DIESEL ENGINES

A PROVEN DESIGN . . .

The 32-foot NAN, pictured during a recent trial run, is now at work for a major oil company.

FOR EXTRA POWER AND PERFORMANCE!

Built for John Galler, of Morgan City, La., this 32-foot crew transport packs power and performance into a fast, rugged hull design that is winning wide popularity in the marine oil fields.
The NAN is built to "take it," yet every consideration has been given to the comfort of oilfield personnel who will be using it for quick, safe transportation to and from marine drilling sites.

STEEL FABRICATORS

Crew Boats • Tow Boats • Trawlers • Tugs • Barges

For auxiliary floating equipment of any kind, write, wire or call —

MARINE CONSTRUCTION CO.

J. M. Dilsaver, Jr.
Patterson Phone 3604 Louisiana

Wrought Iron Pipe, Stainless Steel Pipe, Carbon and Low Alloy Pipe, Steel Plate Fabrication, Field Welding Service

Oil and Water Well Casing, Industrial and Special Pipe, Oil, Gas and Water Line Pipe, Pontoon and Shore Dredging Pipe, Pipe Line Repair Items

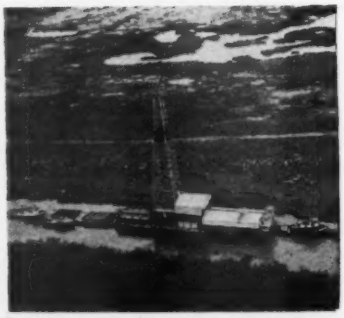
PIPE KANEWELD CASING

Main Office & Plant:
P. O. Box 546
311 - 27th Street
GALVESTON, TEXAS
Phone 3-2401

HOUSTON, TEXAS
CApitol 7759

KANE BOILER WORKS, INC.

CENAC TOWING CO.



- Crude Oil Transportation
- Deck Barges
- Water Barges
- Drilling Barge Moving
- Diesel fuel delivery to drilling barges and drilling locations

Houma Louisiana
Phone: 8908
4034

Review And Appraisal

(Continued from page 12)

before corrosion eats up what little metal stands between me and disaster. I can't operate these wells as strippers making 10 or 15 barrels a day. I lose sleep worrying about abandoning 50 or 100-barrel wells making water. Why not, when it may cost me $100 thousand to work over a well?

"If that explorer thinks he has one of the cheapest places in many respects, I know I've got the hardest place in the world in which to make an honest dollar. Nevertheless, I've got to reduce these costs of drilling, producing, and transporting substantially. I'm not sure I'm going to make the grade. And only yesterday that explorer had the nerve to suggest that since he reduced his seismograph costs in a few years to a point below land costs, he sees no reason why I can't do as well or almost as well."

Yes, the offshore producer has a tough row to hoe, but he also has 50 years of know-how under his belt and is making progress steadily. Analyze that barb the explorer threw into him regarding reduced seismograph costs. These costs came down when many geophysical crews working for several organizations tackled the problem on a mass production basis. The producer has not been permitted the same latitude, partly because of the nature of the business and partly because of the slowdown caused by the Tidelands issue. When several companies go to work on the problem of developing, producing, and transporting on a much larger scale, improvements will pop up all over the offshore, and each improvement has the habit of suggesting and causing further improvements. Make your own guess on where the most savings will be made and on the magnitude of the aggregate savings. I'll add another guess to the effect that under the dire necessity of doing things more cheaply, the offshore producer will discover methods that will reduce costs on land as well.

I really see nothing in the geology or possibilities of cost reduction that suggests strong or courageous industry units should not attack the offshore vigorously. Assuming satisfactory settlement of the natural gas dilemma, reasonable luck in exploratory drilling, and no decrease in prices of crude oil and natural gas, the next five years should witness the development of a reserve and productive capacity of importance to the nation.

News from the
SHIPYARDS

Signifies Trend . . .

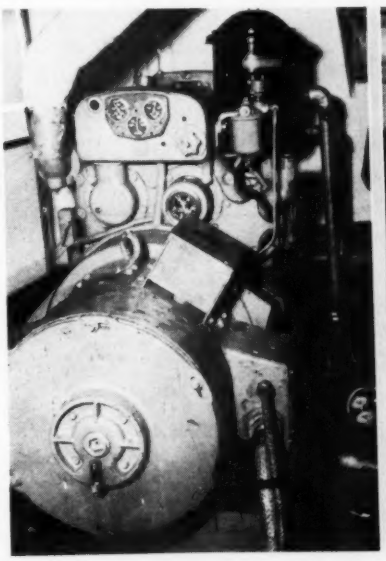
"Acadia" Is 20th for Twenty Grand

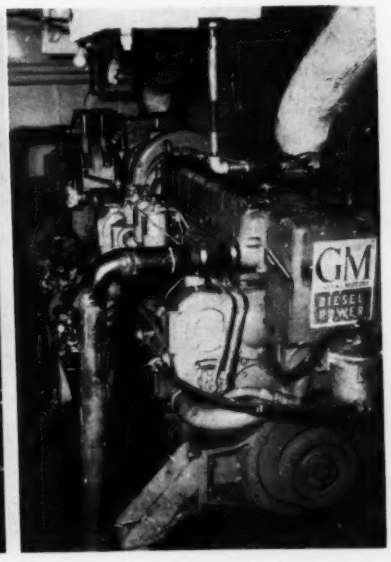
Burton-Built 125-Foot Self-Propelled Barge Is Versatile Supply Vessel for Offshore Service . . .

THE 125-foot self-propelled barge **Acadia**, built by Burton Construction & Shipbuilding Company of Port Arthur, Texas, for Twenty Grand Towing Company of Morgan City, La., marks a new trend in auxiliary floating equipment for offshore use.

The trend is toward larger, more versatile offshore supply vessels, incorporating more built-in utility. Designed for specialized marine oilfield hauling, the **Acadia** approaches the maximum length imposed by the mooring chains of rig tenders she will service in the Gulf.

After the first use of surplus wooden hulls in offshore operations —and just about any other type of vessel remotely suitable—the need for more highly specialized craft became evident. Twenty Grand has been a leading advocate of the self-propelled barge as the ideal vessel for marine oilfield use. With 19 vessels operating in marine oilfields along the Gulf Coast—both offshore and inshore—the company has a vast





Top: The ACADIA, 125-foot self-propelled barge recently delivered to Twenty Grand Towing Company.

Right: One of the two 30-kw (110-220) d-c generators, and a view of one of the main engine units. The ACADIA is powered with twin tandem 6-110 GM diesel engines, supplied by Kennedy Marine Engine Company of Biloxi, Miss.

WELDING FITTINGS AND FORGED STEEL FLANGES

Pumps — Switchboards
Motors — Generators

•

Industrial & Marine Engines
Blowers & Fans (A-C & D-C)
Specializing in D-C Marine Equipment
Armored Marine Cable,
Leaded & Non-Leaded

•

32-V Marine Equipment
Motor Generator Sets
Marine Fixtures
Magnetic Controls

Equipment Engineering & Supply Co., Inc.

Phone CRescent 6661-2
3538 Pauger St. New Orleans, La.

PLATFORM CRANE SPECIALISTS

New & Used Cranes for Platforms, Barges, etc.

BOEHCK

Engineering Co., Inc.

Rental — Sales — Service

IN HOUSTON
5806 Long Drive
Phone OL-4331

IN BEAUMONT
4705 Port Arthur Rd.
Phone 5-3495

The ACADIA is the second self-propelled barge built by Burton Construction & Shipbuilding Company for Twenty Grand. A third, the DIVERSITY, is now under construction.

accumulation of operating experience to draw on. The **Acadia** is its answer to the problem, tailored to the needs of offshore operators in the Gulf of Mexico.

Measurements . . . The **Acadia** has a length overall of 125 feet, with a moulded depth of 9′ and a 30′ beam. Draft fully loaded is 7 feet.

Power . . . Twin tandem 6-110 GM diesel engines, supplied by Kennedy Marine Engine Company of Biloxi, Miss., give the **Acadia** a wide range of power and performance. The two 30 kw (110-220) d-c generators were also supplied by Kennedy. Twin tandem drive gives the **Acadia** a speed of 14 mph.

Construction . . . Of all-steel welded construction, the **Acadia** has a 3/8″ shell and 3/8″ deck plating. The house—both the pilothouse and living quarters are located aft—has 5/16″ and 1/4″ plating.

Accommodations . . . The latest self-propelled barge to join the Twenty Grand Towing Company's offshore fleet has captain's quarters, and living quarters for two officers and six crew members.

Appliances and Auxiliaries . . . All-electric appliances include stove, refrigerator, deep-freeze, water heater and water fountain.

Cargo Capacity . . . The **Acadia** has an ABS load line certificate to carry 500 tons of liquid or dry cargo. Due to its unique arrangement, with the pilothouse and superstructure located aft, ample deck space is provided for transporting deck cargo to offshore drilling sites.

Twenty Grand Towing Company . . . The **Acadia** is the 20th vessel to join Twenty Grand Towing Company's growing offshore fleet, and the second self-propelled barge to be delivered to the company by Burton. The first self-propelled barge—120′ in length—is now at work for a major oil company. Delivered March 11, the **Acadia** is now working for a combine off the Louisiana coast. A third self-propelled barge—the **Diversity,** 125′ in length but of a different design from the **Acadia**—will be completed in early April.

Victor Guarisco is president of the Twenty Grand Towing Company, Luke Guarisco is vice-president, and Peter V. Guarisco is general manager.

The company specializes in marine oilfield hauling and offshore boats. The **Diversity** will be No. 21 for the company, which also operates 20 barges—deck, cargo and oil. Headquarters are in Morgan City, on the Atchafalya River, the center of oilfield operations for a large number of companies with offshore programs.

Arnold Walker Shipyard Issues New "Dictionary"

Arnold V. Walker Shipyard, Pascagula, Miss., has issued the second edition of Arnold V. Walker's "Marine Dictionary," a practical publication of interest to expert seamen and "landlubbers" alike.

It contains sections on shipbuilding definitions, marine charters and contracts, distances of objects at sea, metric conversion table, formula for boat speed, U.S. Standard gauge information and much other data of a practical nature to men in offshore operations generally.

Copies may be obtained without charge by writing Arnold V. Walker Shipyard, Box 352, Pascagoula, Miss.

Oil Man's Calendar

For April

5-7— National Assn. of Corrosion Engineers (University of Okla. and Central Okla. section); University of Okla., Norman.

4-8—American Petroleum Institute (Safety and Fire Protection Committees, midyear meeting); Jung Hotel, New Orleans.

12-15—American Petroleum Institute (Division of Production, Rocky Mountain District meeting); Gladstone Hotel, Casper.

13-15—American Inst. of Electrical Engineers (Southern District meeting No. 4); St. Petersburg.

13-15—American Society of Lubrication Engineers (annual meeting); Sherman Hotel, Chicago.

13-15—National Petroleum Association (52nd semiannual meeting); Cleveland Hotel, Cleveland.

13-15—Natural Gasoline Association of America (annual convention); Baker and Adolphus Hotels, Dallas.

18-19—Oil Industry TBA Group (aeronautic meeting); St. Charles Hotel, New Orleans.

18-20—American Society of Mechanical Engineers (Spring meeting); Lord Baltimore Hotel, Baltimore.

19-20—Pacific Coast Gas Association (distribution conference); Phoenix.

20-22—Petroleum Industry Electrical Association (annual conference); Shamrock Hotel, Houston.

21-22—American Petroleum Institute (Board of Directors meeting); Brown Palace Hotel, Denver.

25—American Petroleum Institute (OIIC Steering Committee meeting); Conrad Hilton Hotel, Chicago.

25-26—Independent Petroleum Assn. of America (midyear meeting); Plaza Hotel, San Antonio.

26-27—Southern California Oil Industry (regional safety conference); Pacific Coast Club, Long Beach.

28-29—American Petroleum Institute (Division of Production, Pacific Coast District Spring meeting); Statler Hotel, Los Angeles.

SERVICE for the Offshore Industry

QUALITY FOODS
24-HOUR LAUNDRY SERVICE
Free Delivery

SALTZ'S FOOD MARKET

25th & Ave. Q
Galveston
Texas

Phones
2-9378
Nite—2-8721

"Sonny" Saltz — Prop.

French Jordan and White
Fishing Tool Service, Inc.

HARVEY, LOUISIANA
Phones: FIlmore 1-1644
FIlmore 1-1645
FIlmore 1-1646

LAKE CHARLES, LOUISIANA
Phones: HEmlock 9-9421
HEmlock 9-9422
HEmlock 9-9423

"We Appreciate Your Business"

BIG AND VERSATILE!

Four of these 135-foot twin-screw all-steel welded diesel cargo boats will soon be serving offshore operators in the Gulf of Mexico. Designed to carry 3500 barrels of drilling water to offshore rigs and haul oilfield supplies, they will also do offshore towing of drilling barges and act as standby tugs. Approved for coastwise operation, they may be used anywhere in the Gulf of Mexico or Caribbean.

Now under construction at the Arnold V. Walker Shipyard in Pascagoula, Miss., two of these versatile 135-foot supply ships will be ready for service in late May.

SEA SERVICE, INC.

P. O. Box 51 Harvey, La.

Contract Feeding & Housekeeping
for

- Quarter boats
- Drilling barges
- Rig tenders
- Geophysical boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, INC.

Fred A. Alleman — Pete Menge — G. P. "Hoppy" Hopkins
Peters Road Box 347 Phone FI llmore 1-3426-7 Harvey, La.

FOR THE OFFSHORE OIL FIELDS . . .

MARINE

•

ELECTRICAL

•

INDUSTRIAL SUPPLIES

L. F. GAUBERT & CO.

700 S. Broad St. New Orleans, La.

GEARED FOR OFFSHORE OPERATION

35 Years Marine Know-How
Experienced Personnel

Nation's Largest Marine Supply House

- Provisions
- Deck
- Engine
- Galley
- USCG Inspection Gear
- Export Food

Inquiries solicited

Gordon-Sewall & Co.

HOUSTON

NEW ORLEANS GALVESTON

Operation of Mobile Units Offshore

(Continued from page 14)

weather, varies from a maximum of 49 days to drill an exploratory well to a total depth of 10,953 feet, to a minimum of 18.25 days to drill a development well to a total depth of 7,514 feet.

Total number of days down time for the six wells was 13.57, with the maximum of 4.8 days lost on the first well and zero days lost on the sixth well.

Total time required to drill and complete wells with **Mr. Charlie** compares favorably with the total time required for similar wells drilled with conventional marine rigs used to drill in shallow water (10′ maximum) in the South Pass Block 24 Field, located approximately two miles north . . .

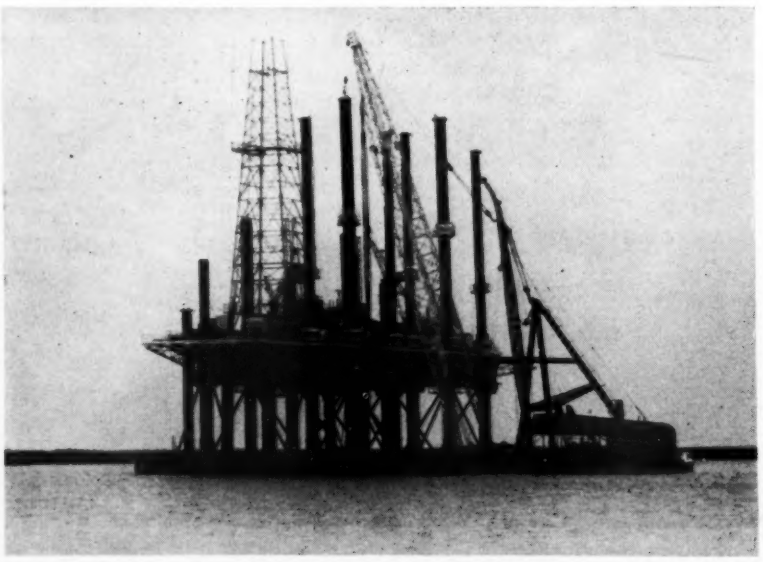
Operational Experience . . . Total "move on and rig up" time for the six wells drilled by **Mr. Charlie** equals 8.13 days, or an average of 1.36 days per move. Each move consisted of rigging down the unit, raising the unit to towing position, towing the unit approximately one-third mile, sinking the unit on a new location, and rigging up ready to drill. The moving time compares favorably with the time required to rig down, move, and rig up a shallow-water marine barge.

The total lost time for all six wells (was) equal to 13.57 days, or an average of 2.26 days per well. The lost-time figure includes lost time as a result of weather, and lost time caused by **Mr. Charlie** sliding off location when subjected to long periods of exposure to waves up to 15′ in height.

Bottom Conditions . . . The water bottoms in the South Pass Block 27 Field consists of very soft clay, which is extremely poor foundation material. Even though **Mr. Charlie** was originally equipped with 18″ skirts on the barge hull, rig movement was a problem.

Where movement of the unit has occurred, it has always been away from the well-protector jackets as the slot end of the barge is oriented to face the prevailing swells. Barge movements have varied from a few feet on the first well to zero feet on some of the later wells as new techniques and improvements were developed. Apparently the soil under the hull becomes fluid after being subjected to repeated stresses caused by wave action on the hull, and loses the required shear strength to hold the unit centered over the well.

New Skirts . . . After completion of the fourth well, the unit was taken out of service for approximately three days and extended skirts were installed on the barge hull. Extended skirts are flat skirt-like projections attached to the barge hull and designed to penetrate 5′ into the mud bottom. The skirts are made of 10″ H-beams and 3/8″ plate, and are attached to the barge hull in such a manner that failure of the skirts will occur before any damage is done to the barge hull. Approximately 700 square ft. of flat surface area is presented to react



MR. GUS makes ready for sea. Piling extensions are being lifted into place. The unit is now on location off the coast of Texas for Shell.

against the soil and to resist lateral movement of the rig.

The extra skirts have helped considerably, as **Mr. Charlie** moved only 3" off location on the fifth well during a winter storm which produced 12' waves at the well site.

The water bottoms immediately surrounding the seventh well consist of fairly hard sand, and no difficulty was experienced with the skirts while sinking the unit on this location. A winter storm, which occurred approximately one week after the unit was moved onto the seventh well, produced 16' waves at the well site but no movement of the unit was experienced.

Lost-Circulation Problem . . . In drilling wells from an elevated deck, whether the deck is on a platform or mobile drilling unit, the mud-return line is always some distance above mean Gulf level and creates additional hydrostatic head in the bore hole which can cause a lost-circulation problem. Previous experience in nearby fields indicate the high static head from the water level up to the active mud tanks located on the operations deck of **Mr. Charlie** would have caused a lost-circulation problem while drilling the conductor hole if some special provision was not made.

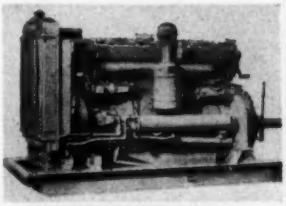
This problem was solved by using one of the 14' diameter columns as an active mud tank. A return line is welded to the drive pipe with its other end connected to a threaded collar near the top of the 14' column. The mud pumps in the hull are used to circulate the mud from the column tank to the well.

Blowout Preventers Tied Off . . . On the first well drilled by **Mr. Charlie,** the blowout preventers were tied off to the rig. Experience indicated that it is preferable for the blowout preventers to be tied off to four piles on the well jacket which are left sticking up for this purpose. Therefore, the blowout preventers are supported independent of the rig.

Boll-Weevil Wellhead Tester . . . In case of an approaching storm, when it is deemed necessary to abandon a well quickly and safely, a device which can be used is the boll-weevil wellhead tester. In operation, the drill pipe is hung on the tester and the tester is set in the casing housing. The top joint of drill pipe is then backed out of the tester and the blind rams on the blowout preventers are closed and locked. As an added safety precaution a back-pressure valve is installed inside the drill pipe.

Engines or Generator Sets for Cotinuous or Stand-by Service

Check these MURPHY DIESEL advantages for your application



- Rugged, heavy-duty type engine — best for marine and offshore service, assures long life with less servicing.
- "True" diesel operation and unit fuel injection get the most power out of every drop of fuel.
- Hydraulic servo-type governor provides instantaneous response to load changes — protects the engine if lubricating oil pressure drops.

MURPHY DIESEL

Engines and power units
90 to 240 H P. Electrical
generating sets 60 to 140 K.W., A.C. or D.C.

Gulf Engineering Co., Inc.

1000 S. PETERS STREET
Phone CAnal 4421

NEW ORLEANS, LA.
Night—WAlnut 3898

This protective coating withstood the ravages of the sea

28 months . . .

WITHOUT A FAILURE!

MICRO-SEAL is a protective asphaltic coating. It is —

- Non-flamable
- Odorless
- Flexible
- Cures from inside
- Keeps rust out
- Suitable for over-painting
- Sprayable
- Requires little maintenance
- Adheres better

For a proven solution to corrosion problems on offshore structures, ask for —

non-flammable
MICRO-SEAL

FARLEY COMPANY

M&M Building Houston, Texas FA-1000

51' "EQUITY" CREW BOAT

★ 24 Miles Per Hour
★ Coast Guard Approved
★ All Steel — Diesel
★ Proven Performance

Stock To Prompt Delivery on:
45'-55'-65' Tugs; 110'-130' Barges
32'-38'-51' All Steel Crew Boats

Others Built To Order

EQUITABLE EQUIPMENT CO., INC.

410 Camp St. Dept. R New Orleans 12, La.

Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. Barnsdall-Hayward Design, 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	17-18′	On CATC location, Block 84, West Delta area
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44	29′	Drilling for Texas Co., Section 134, Galveston area
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	32′	Drilling for Shell, Block 27, South Pass Area
California Company Friede & Goldman Design, 11′ x 60′ x 140′, with four 3′ x 10′ x 35′ pontoons	S-44		Under repair, to return to Main Pass Area, Louisiana
Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ cassions	Mobile Unit No. 1		Drilling for Humble at Grand Isle
Offshore Company Delong Design, 13½′ x 117′ x 220′, with 14 6′ cassions	Mobile Unit No. 2		Commissioned Feb. 12, leased to Humble
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"	37′	Drilling for Humble off Grande Isle

Mobile Rigs Under Construction

		Depth Potential	
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward"	30′	Alexander Shipyard, completed March 25
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	48″	Drilling for Shell, Sabine Pass, Texas
Offshore Company 12′ x 74′ x 200′, with four 6′ cassions and four Delong jacks	Mobile Unit No. 3		Alexander Shipyard, to be completed June, 1955
Zapata Offshore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	—		LeTourneau-Vicksburg, to to completed June, 1955
Penrod Drilling Company Levingston Design, 10′ x 72′ x 220′, drydock with rig in place	—		At Venice, Louisiana, not in operation
The California Co. 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Being constructed

Drilling Tenders

CATC **Continental Oil Company** **Atlantic Refining Company** **Tidewater Assoc. Oil Co.** **Cities Service Oil Co.**	"J. C. Craig"	—	Block 56, A-1, West Delta Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	—	Block 49, A-2, East Cameron Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"		Completed
Same Companies as above New tender, 260′ x 54′	F. A. Cleverley"		To be completed June, 1955
The California Company Converted LST, 328′ x 50′	S-21		West Delta, Louisiana
The California Company Converted LST, 328′ x 50′	S-22		Bay Marchand, Louisiana
The California Company Converted LST, 328′ x 50′	S-23		Main Pass, Louisiana

(Continued on page 30)

Oil Fields of Trinidad

(Continued from page 19)

tures with producing pays down to about 6,000 feet in Miocene beds. At Penal, Oligocene sands from 4,000 to 10,000 feet are produced as well as more shallow sands. The deepest well drilled on the island to date reached 16,115 feet, and the deepest production comes from about 10,500 feet. All production so far has come from the area south of the central range. Surface flowing pressures of over 4,000 psi have been encountered. However, the wells often produce from isolated stringers and decline rapidly.

Due to abnormal bottom-hole pressures encountered in many of the wells, drilling mud weights of 120 to 140 lbs. per cubic ft, are common. In places the pressures approach the weight of the overburden —i.e. one pound per foot of depth. Caving formations, stuck drill pipe, cementing difficulties and lost returns further complicate the problem.

In the production phase, rapid declines, sand problems and very few reservoirs conducive to secondary recovery afford the operator a variety of problems. Such techniques as Hydrafrac of consolidated sands, oil flushing of loose sands, and use of primacord to unplug oil screens and liners are being tried at present.

Oilfield under the sea . . . As the prospects of finding new oil reserves on land diminished, operators turned to explore the possibilities of oilfields under the sea about the island. The majority of the territory west of Trinidad in the Gulf of Paria was leased from the colonial government, as well as several small tracts on the southeast side of the island adjacent to the inland fields.

Three companies hold most of the leases—Trinidad Northern Areas, Dominion Oil Ltd., Trinidad Petroleum Development Ltd., Kern (Trinidad) Oilfields Ltd., and Antilles Petroleum Co. Ltd. Dominion has one large lease west of the center of the island covering 400 square miles. Antilles has two small leases adjacent to Point Fortin and Brighton. TNA holds four marine concessions totaling 120,000 acres.

Of these, the largest surrounds the southwestern end of the island, and is approximately 12 by 15 miles in size. A smaller lease is held by TNA along the west central coast, and two small leases were taken adjacent to Mayaro Point and Gran Cayo Point. The leases run for 30 years and were

legalized three years ago when Trinidad and Venezuela agreed upon an international boundary.

Drilling to date has been mostly "offshore," meaning directional wells drilled from land-based sites. Antilles has completed the first successful wells in the vicinity of Point Fortin.

More recently TNA have completed similar deviated wells in the same area. The High Seas No. i (See above) is the first drilling operation in Trinidad to be undertaken from an offshore structure.

Continental Makes History With 97-Foot-Deep Site

Continental Oil Company is making offshore history with its wildcat on Block 47 off Grande Isle, Louisiana, where the site is in 97 feet of water. This is the deepest water ever to be operated in by any offshore rig.

The site is 18 miles off Grande Isle and is wildcat territory. Contract depth is 14,000 feet.

Shell International Officials Visit Gulf Coast Area

Two Shell executives were visitors in Houston and New Orleans early in March to inspect and study newest innovations in offshore operations.

H. M. Hohmann, an executive of Royal Dutch Shell, with headquarters in The Hague, Holland, and L. J. Van Dilk, New York, an executive of Asiatic Petroleum Company, a Shell subsidiary, saw the newest offshore activities of Shell in the Gulf area and conferred with other oil company officials regarding offshore drilling in general.

Offshore Operations Big News To National Magazines

That offshore oil development has become big national news is indicated by the fact that two national magazines have sent writers and photographers to Texas and Louisiana to prepare major feature stories on offshore production.

Saturday Evening Post sent one of its associate editors and a staff photographer to the Gulf Coast early in January and the resultant story was due in March or early April.

Time Magazine has obtained pictures and material for a color feature of several pages, and it is expected that this feature will be used within the next few weeks.

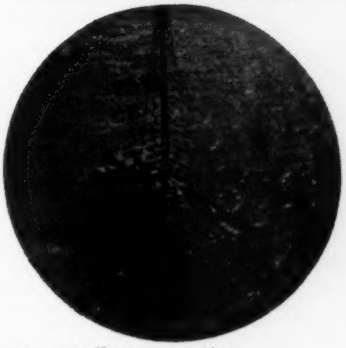
ARNOLD V. WALKER SHIPYARD
paces progress in offshore construction

This 135-ft. supply ship, the first of four being built by the Arnold V. Walker Shipyard for Sea Service, Inc., will be a distinguished addition to the offshore fleet . . . Experience plus engineering and designing ability enables the Arnold V. Walker Shipyard to build anything for offshore use. If you are interested in one shipyard that can handle all your construction problems . . . call us!

ARNOLD V. WALKER SHIPYARD
Tugs, Towboats, Barges, Dredges, Repairs, Marine Railway
Phone 1190 PASCAGOULA, MISS. P. O. Box 352

For the Life of Your Structure

INTEGRITY, ABILITY IN COATING APPLICATIONS



Coating and maintenance are deciding factors in whether an offshore structure will continue to be useful, or be short-lived due to corrosion. To keep down maintenance cost, the coating must be applied properly.

Vapor Honing Company, Inc. uses all known techniques to check out and insure a perfect coating job. We offer the best in corrosion protection for your offshore, swamp and Gulf Coast equipment.

Experienced coating applicators of all types coating.

VAPOR HONING COMPANY, INC.

Phone UN 0476
Box 7734
7018 Katy Road
Houston, Texas

Member NACE

Phone FI 1-2712
Box 93
Peters Road
Harvey, La.

BOATS FOR YOUR PURPOSE
EXPLORATION — PRODUCTION

The SPINDLETOP, 110-ft. class offshore utility craft delivered recently to the Marine Service Co.

MARINE SERVICE CO.

R. L. "Red" Shibley
HOlbrook 5-4122

1702 Longacre Drive
Houston, Texas

J. D. "Johnny" Wiech
HOlbrook 5-5480

D. T. RITCHIE MARSH BUGGY CO.

Marsh Buggies
Amphibious Draglines
Steel Pontoons
Steel Flat Boats
Shot Hole Rigs
Box 46 Phone 2696 office
Lockport, La. 2639 home

P. O. Box 343 Phone 484

Albert DeHart & Sons

Marine Railways

Boat Builders and Repairers

Abbeville, Louisiana

Tug and Barge Rentals

"Distributors of Woolsey & Petit Paints"

- Drydocks
- Machine Shop

CONRAD INDUSTRIES, INC.

Phones: 2230, 2353, 2579 P. O. Box 790
MORGAN CITY LOUISIANA

ANYWHERE! ANY TIME!

STEPHENS DIESEL SERVICE

Specializing in GM-71 Sales & Service

DISTRIBUTORS
RELIABLE
MARINE BATTERIES

1631 Front Day — 3026
P. O. Box 296 Night — 2442
or — 3567
MORGAN CITY LOUISIANA

Mobile Units And Tenders
Gulf Coast Area
Drilling Tenders

(Continued from page 28)

The California Company LST, 328′ x 50′	S-24	Bay Marchand, Louisiana
The California Co. Lst, 328′ x 50′	S-25	Being converted
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	Block 150, Ship Shoal Area, with Penrod rig
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	East Cameron, Louisiana, leased to CATC
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	Not in service
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	Not in service
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	With company rig at Grand Isle, Louisiana
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	Grand Isle Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I"	Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 260′ x 48′	"Kermac II"	Block 99, West Cameron area, with Shell, early April
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips"	Block 64, S. Timbalier Area, Humble rig
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams"	Drilling for Phillips at East Cameron, Louisiana
Magnolia Petroleum Company Converted YF	MDT-1	Block 89, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-2	Well G-1, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-3	Well G-3, Block 94, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-4	Well A-1, Ship Shoal Block 113
Magnolia Petroleum Company Converted YF	MDT-5	Well E-2, Block 44, Eugene Island Block 45 Field
Magnolia Petroleum Company Converted YF	MDT-6	Well I-1, Block 119, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-7	Well A-1, Block 128, Eugene Island Area
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	With Carl Short rig at Galveston
Stanolind Oil & Gas Co. Converted LST, 328′ x 50′	No. 50	Bethlehem Shipyard, Beaumont. Will move about May 1 to Galveston location

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATAC Continental Oil Co. Atlantic Refining Co. Tidewater Assoc. Oil Co. Cities Service Oil Co.	220′ x 106′	1955	Block 47 Grand Isle, La.	97′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co.	52′ x 168′	1948	Block 119 Eugene Island Area, Well H-5	38′
Pure Oil Co.	100′ x 80′	1948	Block 32 Eugene Island, La.	20′
Stanolind Oil & Gas Co.	60′ x 150′	1954	Caillou Bay, Louisiana	7′
Shell Oil Company	82′ x 197′	1955	Block 32, Main Pass, La. (under construction)	72′
Western Natl. Gas Co.	52′ x 136′	1954	State Tract 608, S.E. Port O'Conner, Texas	43′
The California Co.	Unknown	1955	Block 3, Main Pass Area, bids requested from drilling contractors	

LOCATIONS

FLORIDA

Offshore Florida Keys: Gulf Oil Co., 7.4 miles southwest of Florida mainland and 20½ miles north of Marathon. Proposed depth 12,500-ft.

TEXAS

Offshore Galveston County: Stanolind Oil & Gas Co., No. A-1 Tract 105, about 17 miles east of Galveston. Proposed depth unknown.

Chambers County: The Texas Co., wildcat in Trinity Bay, about two miles east of Smith's Point Field.

Nueces County: J. Ray McDermott, No. 1 State Tract 222, Redfish Bay, 2 miles SSW Rockport. Proposed depth 9,500-ft.

Matagorda County: Sinclair Oil & Gas Co., No. 1 State Tract 257, Matagorda Bay, 10½ miles south of Palacios. Proposed depth 6,200-ft.

Nueces County: Conroe Drilling Co., Renwar Oil Corp. and Heep Oil Corp., No. 1, State Tract 313, Redfish Bay, 1½ miles east of Port Aransas. Proposed depth 9,000-ft.

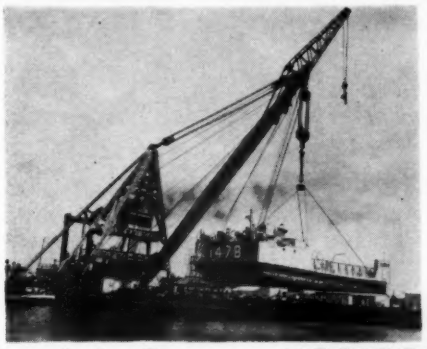
Chambers County: Humble Oil & Refining Co., F-60 Galveston Bay State Tract, Trinity Bay. Proposed depth 9,600-ft.

LOUISIANA

Offshore Iberia Parish: Magnolia Petroleum Co., No. 3-G, State Lease 684, Block 111, Eugene Island Block 110. Proposed depth 13,000-ft.

(Continued on page 34)

AVAILABLE FOR CHARTER



Derrick Barge "CAIRO"

LIFT CAPACITY 300 TONS
OFFSHORE OR INLAND

SMALLER DERRICKS AVAILABLE

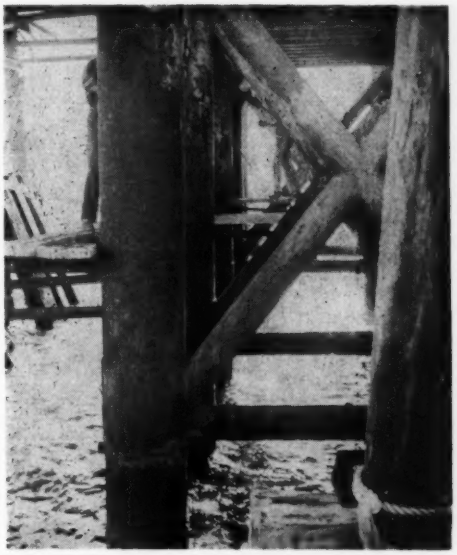
TUGS UP TO 2500 H.P.

NEW ORLEANS COAL & BISSO TOWBOAT COMPANY

United Fruit Bldg.
New Orleans, La.

W. A. Bisso, Pres.
Phone: Day RA 8611
Day or Night WA 6200

WHERE CONVENTIONAL COATINGS FAIL . . .



PRS Coatings Are Engineered To Give Fullest Protection

PRS Engineered Coatings are designed to suit the environment of your particular structure . . . whether it is a drilling platform or separator group offshore . . . or a tank battery in the marshes.

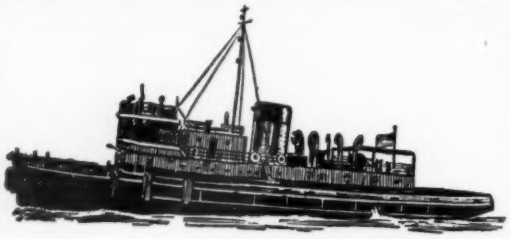
If you contact us to solve your coating problems, you will receive a product based upon research directed by your particular needs, designed for your particular use . . . **yet there will be no engineering costs!**

To cut down costly maintenance, let PRS engineer the proper coating for your new structure.

Write, wire or call:

PRS
Engineered
COATINGS
Manufactured by
PRODUCTS-RESEARCH-SERVICE, INC.
Baile Chasse, Louisiana

Telephones:
FOrest 6-3538
Nights, Sundays & Holidays
Call EVergreen 2426



CRESCENT
Towing & Salvage Co., Inc.

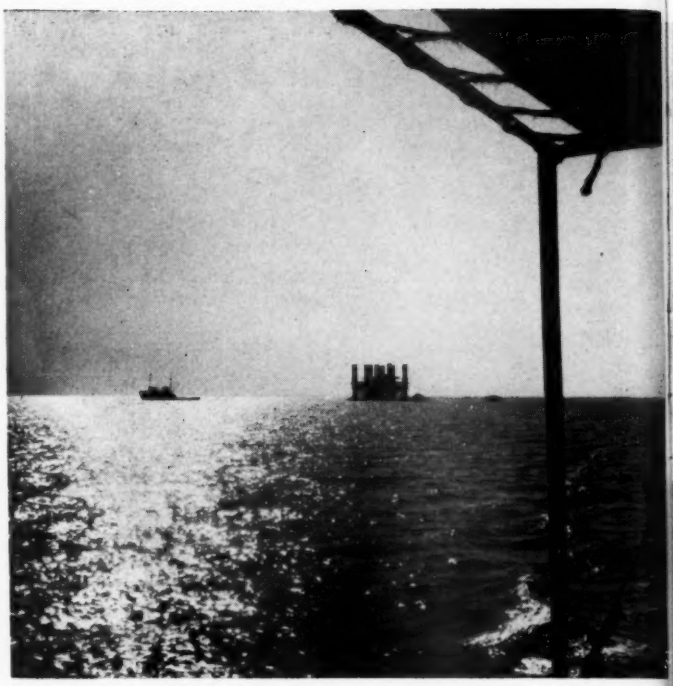
Harbor And Outside Towing
On Hourly Basis or Charter
Fully Found and Bare Boat
Heavy Lift Derricks For Salvage Work
Large Deck Barges for Charter

PHONES: Dispatcher FOrest 6-1521
Executive Offices: TUlane 0611

625 Hibernia Bldg. New Orleans, La.

ONE OF THE FEW VETERANS IN A NEW FIELD

PIONEERS IN OFFSHORE DESIGN



Shell's movable drilling island under tow to a drill site in the Persian Gulf.

Foreign Report . . .

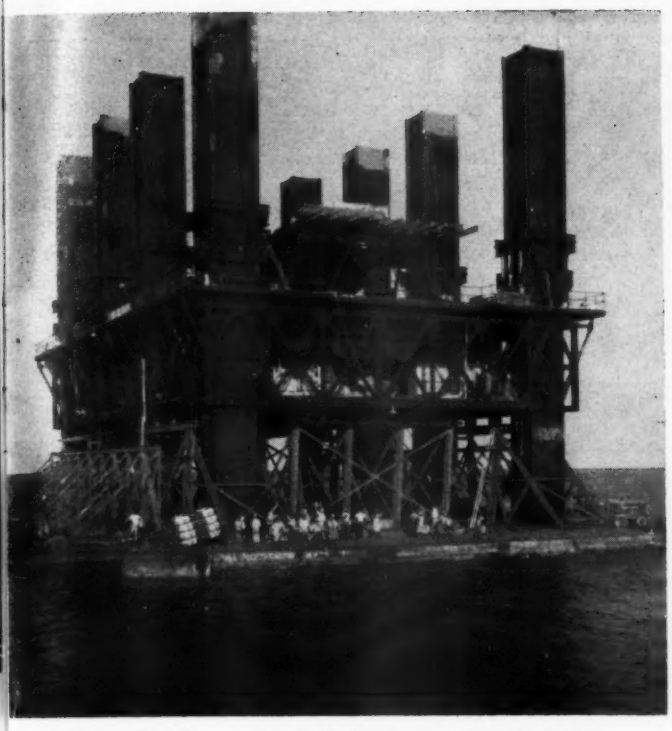
Movable Drilling Island U

Shell Drilling "Matbakh No. 1" With Huge Steel Structure Fabricated in Netherlands

SHELL PETROLEUM COMPANY is drilling an offshore well in the Persian Gulf with a giant "drilling island" that may be floated on pontoons from one location to the next.

Storms of gale force are common in the Persian Gulf, making a tender-type operation unfeasible. But relatively hard bottom conditions in the area led to development of the floating platform, which was fabricated in the Netherlands at a cost of approximately $1.4 million, then shipped to Doha and Qatar. The company's previous drilling experience in Lake Maracaibo and at Seria, in the South China Sea off Borneo, was useful in overcoming the handicaps of drilling in the storm-lashed Persian Gulf.

While the huge structure is tailor-made for its present assignment, it offers a considerable advantage over piling-type structures. In the event a well does not find oil, a large proportion of the fixed steel structure cannot be economically salvaged, and must be written off as a loss. The floating drilling island is simply lifted on spuds, pontoons are positioned, and the island is towed to a new location.



On the location at the Matbakh No. 1. The giant platform can be floated from one drill site to the next on 1000-ton pontoons.

nd Used in Persian Gulf

Measurements . . . The 1200-ton movable steel island is 140′ long, 90′ wide, and the drilling deck is approximately 40′ above water.

Operation . . . At Doha in Qatar, the platform was assembled on two 1000-ton pontoons and towed to the drill site in the Persian Gulf, approximately five miles from shore. Location is about 35 miles north of Doha. Positioned on location, eight giant steel spuds bore on the Gulf floor. Hydraulic jacks lifted the platform, allowing the pontoons to be withdrawn.

To move the unit to a new location, the operation is reversed. The movable drilling island will not be used for a production platform, in the event a well is made; a smaller wellhead structure will be installed, and the island will be used for additional development drilling.

Two full crews . . . Gales and choppy seas experienced in the Persian Gulf make it impossible to transfer relief crews to the platform regularly. Accordingly, the platform provides living facilities for two full crews. Living quarters are air-conditioned.

Marine base . . . Shell's marine base is located at Doha. The company's oil concession was acquired from the Sheik of Qatar in 1952, and covers a large offshore area.

FINER EQUIPMENT—

FOR FASTER, MORE EFFICIENT SERVICE!

The ERLINE, radar equipped 51′ personnel transport, is capable of carrying 40 passengers at speeds up to 23.4 mph. The ERLINE typifies the fine marine equipment owned and operated by the Robin Boat Rental Service. No. 17 for Robin, the MARGARET, built similarly to the ERLINE pictured above was launched January 27, 1955. Two more 51′ boats presently under construction by the Equitable Equipment Company will be launched approximately February 25, 1955 and March 15, 1955.

Call us for: Crew Boats, Seagoing Tugs, Rig Tenders.

ROBIN BOAT RENTAL SERVICE

Phone FI llmore 1-1225 — 1-2836

448 Pailet St. Harvey, La.

Exclusive Distributor

Baldt Anchors & Chain

Large Spot Stocks of Chain, Anchors, Connecting Links, Swivels, Chain Stoppers.

Largest Gulf Stock of wire rope, shackles, turnbuckles.

Life saving equipment.

DREYFUS MACHINERY CO.

2122 Kentucky Street
New Orleans, Louisiana

Day Phones
Victor 3367
Victor 3368

Night Phones
FR 0244
UP 5706

ADDSCO-Built Oil Drilling Barge

. . . FOR 38 YEARS it's been going on . . . this traditionally fine marine service at ADDSCO in Port of Mobile. Designers, builders, repairers of all types of marine vessels and equipment.

- BARGES • TOWBOATS
- LIQUID or DRY CARRIERS
- FLOATING OIL DRILLING EQUIPMENT, ETC.

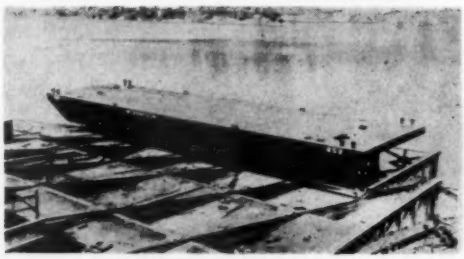
Propeller Reconditioning

ALABAMA DRY DOCK and SHIPBUILDING CO.

Mobile, Ala. P. O. Box 190

Steel Barges For Charter

Oil — Deck — Water



FOR RENT

DECK BARGES

110′ x 30′ 100′ x 28′ 75′ x 24′

McDONOUGH MARINE SERVICE

429 Balter Bldg.

Phone MA-6824 New Orleans, La.

LOCATIONS

(Continued from page 31)

LOUISIANA

Offshore Cameron Parish: Phillips Petroleum Co., No. 2-B, State Lease 1435, Block 39; company rig. Proposed depth 14,500-ft.

Cameron Parish: Continental Oil Co., No. 2-A, State Lease 1192, a wildcat in East Cameron Block 49. Rowan Drilling Co., contractor. Proposed depth 14,000-ft.

Plaquemines Parish: Continental Oil Co., No. 1 State Lease 2551, wildcat in Delta Block 84. Kerr-McGee, contractor. Proposed depth 14,000-ft.

Offshore Plaquemines Parish: Continental Oil Co., No. 7, State Lease 979, W. Delta Block 53. Proposed depth 14,000-ft.

Offshore Jefferson Parish: Humble Oil & Refining Co., No. 1-H, State Lease 820, W. Delta Block 30. Proposed depth 10,500-ft.

Plaquemines Parish: Shell Oil Co., No. 1, State Lease 2554, Block 42, South Pass area. Proposed depth 13,000-ft.

Plaquemines Parish: The California Co., No. 3, State Lease 2557, Main Pass Block 69. Proposed depth 7,200-ft.

Plaquemines Parish: The California Co., No. 5, State Lease 1354, Main Pass Block 69. Southern Production Co., contractor. Proposed depth 7,700-ft.

Plaquemines Parish: Shell Oil Co., No. 3, State Lease 988, Main Pass Block 69. Proposed depth 9,800-ft.

Plaquemines Parish: Humble Oil & Refining Co., No. 2, State Lease 2092, Southeast Pass. Proposed depth 9,000-ft.

Plaquemines Parish: Shell Oil Co., No. 4, State Lease 1007, South Pass Block 24. Proposed depth 8,300-ft.

Plaquemines Parish: Shell Oil Co., No. 18, State Lease 1008, South Pass Block 24. Proposed depth 8,200-ft.

Plaquemines Parish: Shell Oil Co., No. 3-E, State Lease 1007, South Pass Block 27. Ocean Drilling & Exploration Co., contractor. Proposed depth 7,850-ft.

Offshore St. Mary Parish: Humble Oil & Refining Co., No. 1, Federal Lease 0466, wildcat, Eugene Island area. American Tidelands, Inc., contractor. Proposed depth 12,000-ft.

St. Mary Parish: Humble Oil & Refining Co., No. 1-B, State Lease 696, Block 129, wildcat. Company rig. Proposed depth 13,000-ft.

St. Mary Parish: Shell Oil Co., No. 8, State Lease 1667, Eugene Island Block 18. Proposed depth 10,300-ft.

St. Mary Parish: Magnolia Petroleum Co., No. 2-H, State Lease 691, Block 19, Eugene Island Block 126. Company rig. Proposed depth 7,500-ft.

(Continued on page 36)

THIS MONTH'S COVER

This is drilling rig and platform at State Lease 1657 A-3, well drilled by CATC, as seen from the aftermast of **M/S Pelican.** Well is in West Cameron Block 192 field in the Gulf of Mexico, 28 miles offshore from Cameron Parish, Louisiana. Drill pipe is stored on deck at center, and crewboat and workboat are tied alongside at lower left.

For Use With Weight Coats on Offshore Pipeline:

POLYETHYLENE PROTECTIVE TAPE COATINGS

By HENRY ALLEN

President and General Manager
Allen Cathodic Protection Co.

THE offshore pipeline is an expensive installation that is quite inaccessible when installed. The protective coating on this type line should be a carefully selected material that has a high di-electric strength, low water absorption rate and good aging characteristics. The concrete coatings that are used as weight to hold the pipeline in place serve as an excellent protection for tape coatings against abrasion and marine growth in event the line becomes exposed to the seawater from an open ditch or the existence of a riser.

THE AUTHOR

Henry Allen, president and general manager of Allen Cathodic Protection Company, Inc., Harvey, La., and Houston, Texas, has been associated with the cathodic protection field for some ten years. During this time he has spent much time and effort on developing techniques for marine applications of cathodic protection both in the sacrificial anode and the forced current drainage systems. He is recognized as one of the foremost marine corrosion experts in the field.

Polyethylene has the lowest water absorption rate of any coating that is being used to date for pipeline work; di-electric strength (14,000 volts for 12 mill tape) is sufficient to combat the most corrosive conditions that may be encountered; and the aging characters are well in favor of its use. The tape coatings are easily applied at much less expense than is encountered with conventional hot applied coatings and handling cost and waiting time may be held to a minimum.

It generally is conceded that the present methods of applying concrete coatings will in no way damage the polyethylene tape coating as it is applied, but a layer of felt between the polyethylene and the concrete can be added assurance that no abrasion damage will occur. This layer of felt may easily be applied with the same machine and at the same time the tape coating is applied. Both felt and tape may be applied as the pipe leaves the cleaning machine with some minor machine modifications.

Field joints can be quickly made as the pipe is being installed with the same controlled materials that are used on the pipeline itself.

The present material cost of these polyethylene tape coatings are somewhat higher than the material cost of the conventional hot applied coatings. However, the smaller application costs places the two materials very close together in total installed price.

These offshore pipelines are almost without reservation using a cathodic protection system as additional insurance against corrosion. When a cathodic protection system is installed on a new well-coated pipeline, long distances may be spanned with little difficulty. This is a definite advantage on offshore pipelines as markers and test points for a cathodic protection system are expensive to install and maintain.

In event that a pipe coating is used that will absorb a considerable amount of water, or deteriorate over a period of time, the current required for cathodic protection will increase and thereby decrease the distance that a cathodic protection unit will span. It readily can be seen that pipeline maintenance costs will be increased by the necessity of draining additional current at more frequent locations along the line as it becomes older.

On many river crossings and marsh-land spans when weight coated pipe is used the tape coatings usually offer a great economical advantage due to savings in shipping and handling cost of pipe or coating equipment. The new over-the-ditch power-driven tape coating machines and the light hand-operated machines plus the end quality of the coating job should be seriously considered by the engineer and the contractor on future pipelines in any location.

Section of eight-inch pipe laid bare on the ocean floor. In use as a sea-unloading line, it was losing sixty per cent of its fluid in transmission before being replaced with a twelve-inch concrete coated line.

SHIPYARD INVOICE

To: Offshore Oil Co.

Marine repairs $10,562.00

HOW MUCH OF YOUR BILL REPRESENTS SHIPYARD OVERHEAD ?

HOW MUCH REPRESENTS ACTUAL REPAIRS . . . 10%? . . . 35?% . . . 65%?

NO HIDDEN COSTS!

Harvey Canal Shipyard & Machine Shop

Telephone FI llmore 1-5608

P. O. Box 155 Harvey, La.

EXCLUSIVE GULF COAST DISTRIBUTOR FOR

NACO CHAIN

BYRNE & RICE SUPPLY CO.

NIGHT PHONES: VAlley 7895 JAckson 5334 UPtown 8394

1122 Gaiennie Street New Orleans, La.

DAY PHONES: RAymond 7138 RAymond 7139

PROPELLERS

Service

Sales

Engineering

For prompt, friendly assistance with your propeller problems call, wire or write

L. L. WALKER COMPANY

WAyside 5333 Houston 12, Texas

P. O. Box 5158

LOCATIONS

(Continued from page 34)

St. Bernard Parish: Charles E. Ratcliff, No. 1-A, State Lease 2293, Block 70, wildcat. Company rig. Proposed depth 7,500-ft.

St. Bernard Parish: The Texas Co., No. 1, State Lease 2462, Breton Sound Block 2, wildcat. Proposed depth 10,000-ft.

Offshore Cameron Parish: Phillips Petroleum Co., No. 2-B, State Lease 1435, Block 39. Company rig. Proposed depth 14,500-ft.

St. Bernard Parish: Phillips Petroleum Co., No. 3, State Lease 2220, Eloi Bay of Chandeleur Sound. Proposed depth 5,900-ft.

Plaquemines Parish: Shell Oil Co., No. 1, State Lease 2591, South Pass Block 6. Carter-Beveridge Drilling Co., contractor. Proposed depth 7,700-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 5, State Lease 1012, South Pass Block 27. Offshore Drilling Co., contractor. Proposed depth 9,150-ft.

Lafourche Parish: The California Co., No. 4-G, State Lease 11366, Bay Marchand Block 2. Noble Drilling Co., contractor. Proposed depth 5,200-ft.

Offshore Plaquemines Parish: The California Co., No. 7-D, State Lease 1278, Main Pass Block 29. Noble Drilling Co., contractor. Proposed depth 6,800-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 20, State Lease 998, South Pass Block 24. Kerr-McGee, contractor. Proposed depth 9,900-ft.

Offshore Plaquemines Parish: Continental Oil Co., No. 1-A, State Lease 2549, W. Delta Block 55. Proposed depth 14,000-ft.

Offshore Jefferson Parish: Humble Oil & Refining Co., No. 1, State Lease 798, Block 10, Grand Isle Block 18. Proposed depth 9,500-ft.

Offshore Plaquemines Parish: The California Co., No. 4-A, State Lease 1277, Main Pass Block 69. Penrod Drilling Co., contractor. Proposed depth 8,300-ft.

COMPLETIONS

TEXAS

Offshore Matagorda County: Western Natural Gas Co., No. 1 State Trace 608(2), Gulf of Mexico, Salt Dome, contractor. Total depth 11,836-ft. Abandoned.

LOUISIANA

Offshore Plaquemines Parish: Shell Oil Co., No. 10 State Lease 1355, Main Pass Block 69; spudded 2-6-55, completed 3-2-55. Total depth 8,358-ft., perforated 8-052-63-ft. Flowed 260 bbls. and 112 MCFDG on 9/63" choke; gas-oil ratio 431-1, gravity 34.5.

Offshore Cameron Parish: Continental Oil Co., No. 1-A State Lease 1192, East Cameron Block 39 area; Rowan Drilling Co., contractor. Total depth 8-561-ft., show of gas. Abandoned.

Offshore St. Bernard Parish: Phillips Petroleum Co., No. 3 State Lease 2305, Chandeleur Sound Block 41. Total depth 9-506-ft.; dry hole.

Offshore St. Mary Parish: Shell Oil Co., No. 4 State Lease 1667, Eugene Island Block 18. Total depth 10,458-ft., perforated 9-354-58-ft. Flowed 353 bbls. on 9/64" choke; oil-gas ratio 566-1.

840 Union Street RAymond 6195 New Orleans, La.

BEDELL & NELSON

Consulting Engineers

DESIGN — SUPERVISION — REPORTS

Bridges, Docks, Buildings, Foundations, Marine Structures, Power Plants, Roads and Railroads, Shops, Utilities

Offshore Iberia Parish: Pure Oil Co. No. 1-A State Lease 1079, Black 47 area, Gulf of Mexico. Total depth 11-362-ft. Hole was plugged back to 10,995-ft. and well was completed as gasser with estimated flow of 25 million ft. Shut in for potential.

Offshore Cameron Parish: Superior Oil Co., No. 10-A, Bureau of Land Management, W. Cameron Block 149. New gas pay. Total depth 5-250-ft., perforated at 4-460-78-ft.; shut in.

Offshore Jefferson County: Magnolia Petroleum Co. No. 1, Texas Gulf, Tract 10, off Sabine Pass. Gas-distillate well, 12 million feet gas, 48 bbls. oil on adjustable choke. Total depth 13,486-ft., cut back to 8,035-ft.

Galveston County: Humble Oil & Refining Co., A-64 Galveston Bay State, Section 225. Total depth 10,030-ft., perforations 8-811-15-ft. Flowed 137.5 bbls. on 7/64" choke 37.3 gravity in 24 hours. Gas-oil ratio, 589-1.

Galveston County: Humble Oil & Refining Co., F-57, Galveston Bay State, Section 23-B (Trinity Bay). Total depth 8,450-ft., perforated at 8,109-10-ft. Flowed 90.16 bbls. daily on 3/32" choke, gravity 36.7.

Aransas County: C. G. Glasscock Tidelands Oil Co., No. 1 State Tract 12 (Copano Bay). Total depth 7,500-ft., perforated 6,760-66-ft. Flowed 99.76 bbls. daily on 1/8" choke, 43.4 gravity, gas-oil ratio 775-1.

Aransas County: Aransas Fuel Oil Corp., No. 1 State Tract 80 (Copano Bay), Glasscock Drilling Co., contractor. Total depth 7,520-ft. Dry hole.

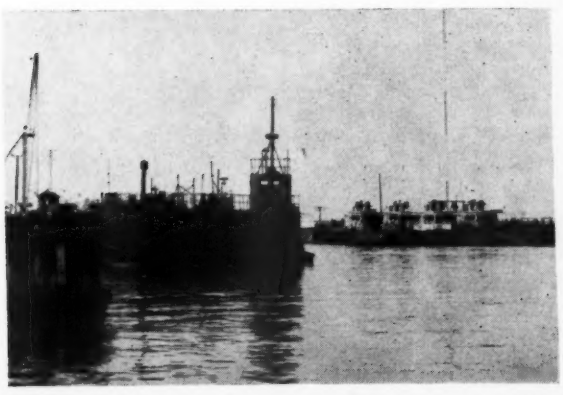
Magnolia Discovers New Offshore Gas Field Off High Island Area in Galveston County

Discovery of a new gas field eight miles off the coast of Texas in the Gulf of Mexico has been announced by Magnolia Petroleum Company. The well, Magnolia's Texas Gulf Block 10 Lease No. 1-A in the High Island Area, was drilled to a total depth of 13,386 feet and then plugged back and perforated at 8,016-9,030 feet.

Preliminary testing indicates that the well will have an open flow of around 25 million cubic feet of gas per day.

The discovery confirms a gas field on a 5,760-acre tract. Present plans call for another well to be drilled from the same platform and deviated to Block 9, which is due west of the discovery acreage and also contains 5,760 acres.

This is the fourth oil or gas field discovered off the coast of Texas in the waters of the Gulf of Mexico. All discoveries to date have been in Texas-owned acreage.



Stanolind Oil & Gas Company's marine base at Sabine Pass, Texas. Drilling activities off the coast of Texas are on the upswing.

EXPLORATION VESSELS . . .

DANTZLER BOAT RENTAL CO.

P. O. Box 377 Pascagoula, Miss.

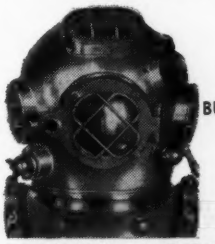
Mac SAYS . . . TELL US
Your Electrical Equipment Needs . . .

— Surrette Marine Batteries
— Hose-McCann Marine Telephones
— Carlisle-Finch Searchlights
— Falk Couplings
— Russell & Stoll Fixtures
— Oil Field Equipment
— Motor Rewinding
— AC & DC Motors
— Marine Switchboards

McINTOSH ELECTRIC SUPPLY CO.

Telephone 5-2517 BEAUMONT, TEX. 4775 Port Arthur Rd.

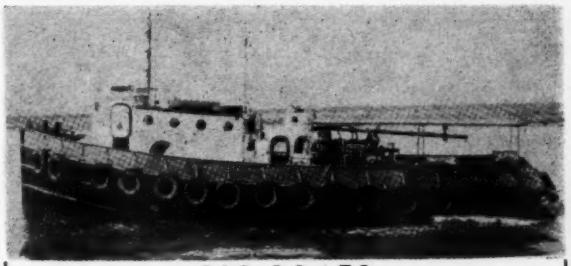
EXPERIENCED MARINE DIVERS



UNDERWATER REPAIRS
•
SALVAGE OPERATIONS
•
BURNING, WELDING & BLASTING
•
COMPLETE BOAT SERVICE
•
COMPLETE INSURANCE COVERAGE

DASPIT BROS. MARINE DIVERS

Tele. VA-3972 Chalmette, La. | 24-HOUR SERVICE | Phone 2-2221 If no answer call 7728 Houma, La.



RIG BOATS

BRYANT BOATS, INC.

P. O. Box 37 • Phone 2332
BAYOU LA BATRE ALABAMA

BOATEL*

BOATEL is the trade name for General Marine Corporation's turnkey feeding and housekeeping service for the oil industry. With a BOATEL contract you are furnished cooks, messmen, bedroom stewards, food, linen, laundry, utensils, dishes, silverware and sanitary supplies. BOATEL service is on a fixed price contract basis. It includes trained field supervision and inspection follow-up. BOATEL service is now being used on drilling tenders, quarter boats, bunkhouses—any oil field operation where men are fed and quartered in the oil fields. Organized for efficient service from Tampa to Brownsville —

GENERAL MARINE CORPORATION

Phone
P. O. Box 262 FI llmore 1-4283 Harvey, La.

* BOATEL is a protected trade name, the exclusive property of General Marine Corp.

The Slush Pit . . .

No matter how long a girl's stockings are, the top is always nearest the bottom.

Lost—A fountain pen by a young lady half filled with ink.

Girl to fiance: "Remember, honey, when we get to the office of the justice of peace we have to give our real names. Getting married isn't like signing a hotel register.'

"Gee, until now I never realized Sadie has a mighty pretty pair of legs."
"Oh, I've felt that all along."

Then there was the wife who caught up with her husband in a bar, sampled the highball he was drinking, and demanded: "How can you stand that horrible stuff?"
"See!" cried the husband. "And all the time you've thought I was out having fun!"

"Please hold my hand," she sighed.
"One thing at a time, baby," he replied.

A crowded dance floor is where a fellow dances cheek-to-cheek with the girl behind him.

Drilling super: "Who do you think you are—the boss of this rig?"
Roughneck: "No, sir."
Drilling super: "Then stop talking like an idiot!"

When the husband came home drunk his wife assailed him with, "If you don't stop drinking and carousing, I'm going to kill myself."
Retorted the hapless husband, "Promises! That all I get—just promises."

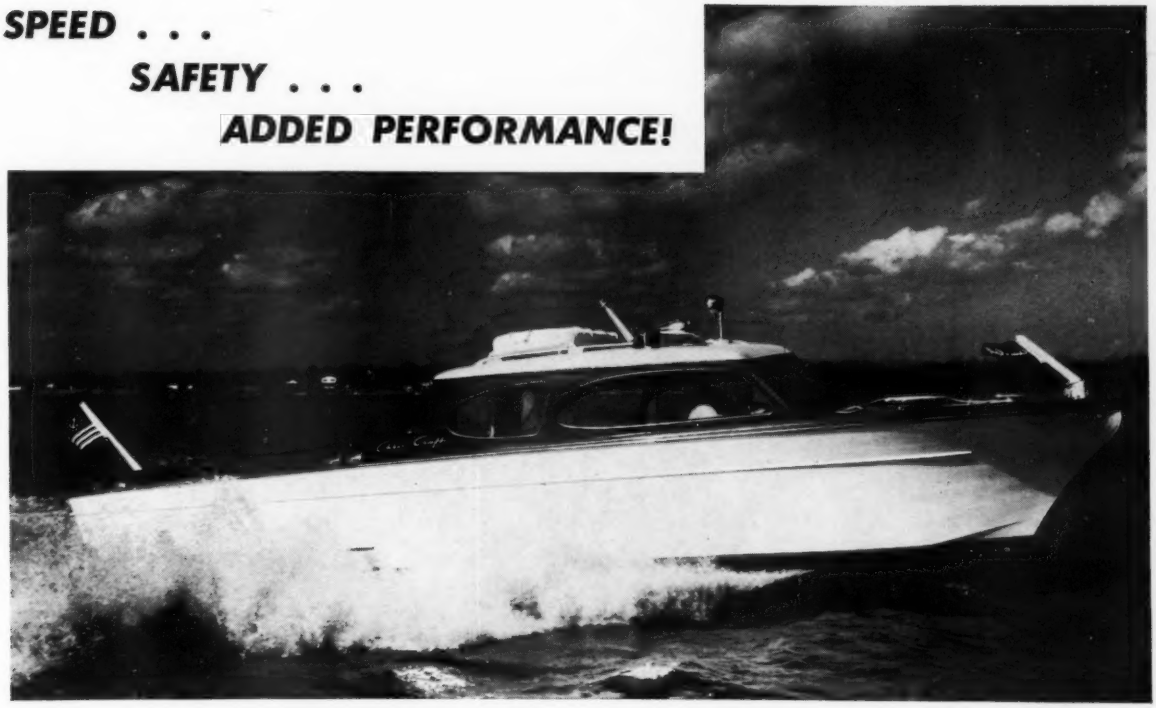
"What would I have to give you for just one little kiss?"
"Chloroform."

"Him? Oh, he was a roughneck off a Gulf rig. Got washed ashore on this island and found two shipwrecked chorines. Wore hisself out tearing down the signals they built up."

SPEED . . .

SAFETY . . .

ADDED PERFORMANCE!

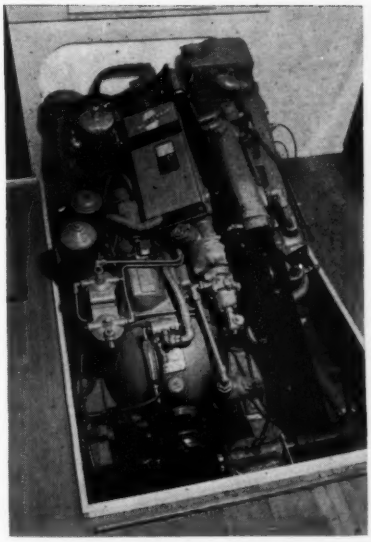


For pumper transportation

A 29-Foot Stock Hull And Diesel Power

Converted for a major oil company, this 29-foot stock Chris Craft cruiser with double-plank bottom has been re-powered with a GM 4-71 diesel engine . . . furnished by Stewart & Stevenson Services, Inc., of Houston, Texas . . . giving it the speed and safe, dependable performance so necessary in marine oilfield work.

Now in service as a pumper transport, the trim craft has a cruising speed of 18 mph plus excellent maneuverability . . . and is the first completely successful conversion of a 29-foot stock model to diesel power.



The 29-foot stock model is powered with an inclined GM 4-71 diesel for added safety and dependability in marine oilfield service.

For conversions, repairs, motor installations, haulouts, call —

CLEAR CREEK BOAT YARD

J. M. SHARP
Phone Bacliff 2219

E. R. ELWOOD
Night phones: La Porte 8691
Bacliff 2219

Kemah · P. O. Box 397 · Texas

The First . . .

All Aluminum Transport . . .

For Marine Oil Field Use

"Mallard"

SEWART SEACRAFT ALL-ALUMINUM PUMPER-GAUGER TRANSPORT

Once again Sewart Seacraft has demonstrated its leadership in service to the oil industry . . . by designing and constructing the first all-aluminum personnel transport ever to be built for use in the marine oil fields! This 20-foot welded all-aluminum boat is especially designed for pumper-gauger transportation. Powered with a 48 horsepower Gray Marine gasoline engine, the boat has a top speed of 23.25 miles per hour.

Delivered to a major oil company, the all-aluminum Seacraft is now in service in the marine oil fields near Houma, La.

The "Mallard" is just one example of the fine design, construction and craftsmanship that can be expected of boats built by Sewart Seacraft. See Sewart Seacraft FIRST for your BOAT requirements.

SEWART SEACRAFT, INC.

BERWICK PHONE PATTERSON 3913 LOUISIANA